

# Appendix D

## Public Involvement

### Introduction

For the 2014 update of the TDP, the outreach goal was to target Circulator riders to get feedback on the current system, expansion plans, and proposed policies. To meet this goal, DDOT held six pop-up events at targeted locations. The pop-up locations were based on proximity to existing Circulator stops along routes being considered for expansion and areas considered for new Circulator routes. Where possible, the pop-up events were located at a Metrorail station. Summaries for each pop-up event can be found in Technical Memorandum D-2 later in this document.

An online survey was also held during the meeting period as well as the two weeks following the pop-ups to allow people able to make a pop-up event to submit their comments. Comments were also collected via email and letters to the project manager directly from residents and neighborhood or business organizations. These comments were compiled between February 25, 2014, the Circulator's Bi-annual Meeting, through the end of the TDP update period. The engagement efforts and data results are summarized below. The pop-up locations and times are detailed in the table below.



Event/Neighborhood	Date	Time	Location
NoMa	Tuesday, April 22, 2014	3:30pm – 6:30pm	NoMa/ Gallaudet Metro Station (M Street NE Entrance)
Southwest	Thursday, April 24, 2014	3:30pm – 6:30pm	Waterfront Metro Station
Eastern Market	Saturday, April 26, 2014	12:00pm – 3:00pm	Eastern Market Metro Station
14th and U St NW (Reeves Center)	Tuesday, April 29, 2014	3:30pm – 6:30pm	Frank D. Reeves Municipal Center 2000 14th Street NW
Anacostia	Thursday, May 1, 2014	3:30pm – 6:30pm	Anacostia Metro Station
Georgetown	Saturday, May 3, 2014	12:00pm – 3:00pm	Parking Lane on 3200 block of M Street NW (M Street NW and Wisconsin Avenue NW)

### **Event Promotion**

Since the focus of the outreach was going to the users of the system, the pop-up events and online survey were marketed using indirect and direct strategies. The indirect strategies were:

- Posting flyers at the Business Improvement Districts, public libraries, and other community spaces
- Email blasting over 2,000 District residents and community organizations, including Advisory Neighborhood Commissioners (ANC)
- Posting via social media, specifically local blogs, twitter, neighborhood listservs
- Advertising through traditional media, such as local news blogs and TV.

The direct strategies were:

- Installing decals in English and Spanish with the pop-up event details in every Circulator bus (50 total)
- Passing out over 2,500 survey promotional cards at the pop-up events in addition to distributing over 1,000 to the Councilmembers' offices, Business Improvement Districts, public libraries, and other community spaces



### **Event Format**

The key to attracting the users of the system was being as visible as possible in addition to being in areas with heavy foot traffic. For most locations the project team was located at the Circulator stop and/or entrance to the Metrorail station. To accommodate for limited sidewalk and open space in Georgetown, the pop-up event was located in the parking lane as shown in Figure 2. In addition to the traditional set up of the other pop-ups, an actual Circulator bus was parked in the reserved parking lane so that participants could tour the bus, see its layout, and receive their giveaways.



**Figure 1 Georgetown Pop-Up Event**

The setup included a tent with the Circulator survey banner and meeting table with Circulator logo. The table was used to display Circulator maps, online survey postcards, and Circulator-branded giveaways such as carabineers, water bottles, reusable bags, and lanyard with cardholder. Team members wore bright red t-shirts with the circulator logo across the front and the TDP update branding across the back. A playlist of transportation-related music was used as another way to attract people to participate. A sandwich board was used to display dry-erase information boards showing current routes and activity centers for reference. Figure 1 is an example of the branding and visibility used at each pop-up.



**Figure 2 The Project Team at the NoMa Pop-Up**

Five computer tablets were used for participants who wanted to take the survey on-site. The survey included questions regarding the participants' use and satisfaction of the current Circulator services, desired locations to expand service, specific questions relating to a route where the survey was taking place, and Title VI demographic questions. Participants were encouraged to draw their new route suggestions or extensions on the sandwich board maps. If people were not able to stop for the survey, they were given a post card directing them to the online survey to give their comments.

Participants who completed the survey on-site received one of the giveaways and a Circulator day pass. All participants who completed the survey in person or online were entered into an opportunity to win a \$50 SmarTrip Card through a drawing.

## Survey Results

The feedback received from the public was used to inform the location of new routes, extension of existing routes, and implementation phasing of new routes or extensions. Between all six pop-up events, 684 surveys were completed. An additional 358 surveys were completed online. For a detailed report of the both the demographics and comments of respondents, please see Technical Memorandum D-1 later in this document.



## Respondent Demographics

Figure 4.1 shows the income breakdown based on the method of survey response. This shows that residents with income between 0 and \$40K were more likely to take the survey in person at a pop-up event, while residents making over \$80K were more likely to take the survey online. By using both an in-person and online approach, residents from all income levels were able to provide feedback.

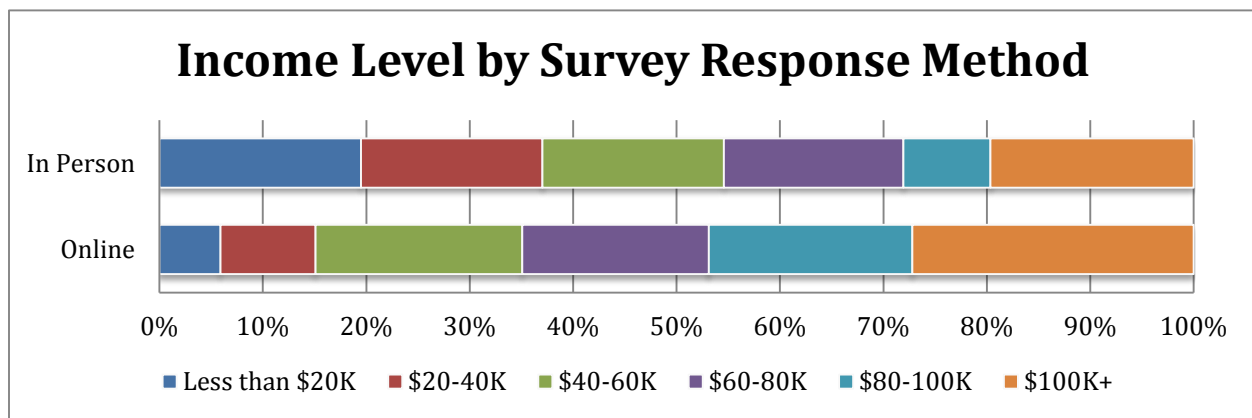


Figure 3 Income Breakdown by Survey Method

## Comments Received

While the majority of survey comments were received through the pop-up events, comments were also collected at the Circulator Bi-Annual Meeting held on February 25, 2014, online survey, and emails directly to DDOT staff.

## Resident-Proposed Routes

During the course of the TDP update, a few neighborhood groups and ANC commissioners requested service to their neighborhoods. The proposed lines are detailed below.

- **Abe's to Ben's:** ANC Commissioners Patrick Kennedy and Mike Silverstein have drawn out a route which connects the Lincoln Memorial and the National Mall to U Street NW via Foggy Bottom and Dupont Circle. There was support voiced by both the ANC 2A and 2B through resolutions passed in their February meetings.
- **Petworth to Dupont:** ANC Commissioner Kent Boese proposed a route that would loop near Dupont Circle, over to U Street NW, north on Sherman Avenue NW to the Petworth Metrorail station, making a loop on Upshur Street NW to travel southbound. This route was supported unanimously by ANC 1A and



passed a resolution to support expanding the Circulator service to Georgia Avenue. Commissioner Boese posted this information on the ANC blog and over forty residents submitted positive comments on the route proposal. Seven residents submitted emails to the project manager in support of the route.

- **Dupont Circle to Southwest:** The Dupont Circle BID and their Executive Director, Bill McLeod, introduced a Dupont to Southwest route. It starts at Dupont Circle and runs south to the Southwest Waterfront via 17<sup>th</sup> Street NW and Connecticut Avenue NW. The BID believes it would be a good connector for the National Mall route, which is scheduled to begin service in 2015.
- **Southwest:** The Waterfront Gateway Neighborhood Association (WGNA), especially Bob Craycraft, advocated for the extension of the Union Station-Navy Yard route. They proposed a loop from M Street SW to I Street SW via 7th Street SW. Additionally, the WGNA voted to support the restoration of the Convention Center to Waterfront route with a new terminus in Buzzard Point.

## Operational Comments

One of the most popular requests throughout the TDP period was extending the operating hours past the current cut-off. People are concerned about a fare increase, but they would support it as long as it is still cheaper than the Metrorail or Metrobus. Comments were also received about marketing the Circulator to the military, local colleges and universities, the hospitals, and hotels.

## Key Messages

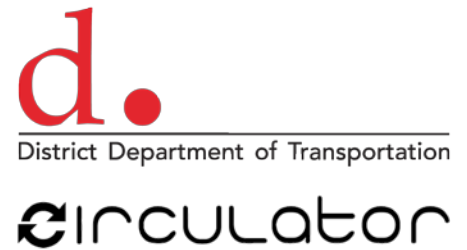
With almost 1500 participants, this TDP update has had a huge amount of community input. It is important to analyze this feedback to extract key themes that continually came up in the process.

### *Stick to your Roots*

Almost everyone that currently uses Circulator loved the service, the buses, the drivers, the cleanliness, the frequency, the branding, the cost, the legibility, and the user-friendliness of the system. Some even requested that all local WMATA buses be converted to Circulator routes. The high quality-low cost nature of the bus is attractive to a large range of riders. Users expressed they wanted the service to stay as it is and keep delivering on its promises.

### *Make Fare Increases Worthwhile*

Residents of the District face high costs of living, which translates to ever-higher costs of transportation. With Metrorail and Metrobus fares slated for increases in the near future, Circulator has the advantage of being a



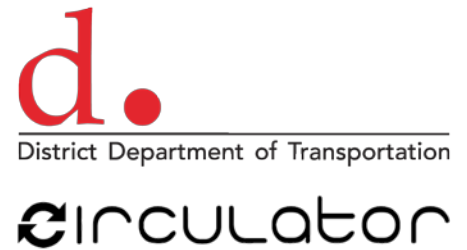
lower-cost service. The dollar fare is attractive, but people were willing to pay extra if the frequencies, quality of service, and expansion plans are achieved. If Circulator can stick to the 10 minute headways, maintain or upgrade the buses, and expand to areas of the District that need such a service, then the majority of riders would not have a problem paying slightly more. Most supporters of the fare increase would still take Circulator as long as it was cheaper or did not exceed the fare of the Metrobus.

### ***Fill Gaps in Service and Make Connections***

As the District continues to grow and evolve, there will be new activity centers outside of the Downtown core. For example, Southwest is slated for big development in the coming year and NoMa continues to add new residential and commercial buildings. Therefore, it is important to better serve these activity centers both now and in the future. In connecting to major activity centers, consider alternative routes than those currently serviced by Metrobus. Residents in Anacostia and beyond also thought it was important to connect to, but not duplicate, Metrorail service. It is important to people that they are able to connect between modes of transportation.

### ***Tap into Potential Rider Populations***

Of the over 1000 participants surveyed, 28% did not currently ride the Circulator. Some District residents that were surveyed had never even heard of it. Residents that had not known about the service before wanted to know where it went, how much it was, and how they could take advantage of the service. Similarly college students, tourists, and the military could be key points of contact to boost ridership on existing and future lines.



# Technical Memorandum D-1

Summary of Survey Results





## Survey Response Analysis

This section provides a summary of the survey results distributed at six Circulator Pop-Up Meetings held throughout the District of Columbia between April 22 and May 3, 2014. There were a total of 1,043 surveys collected overall at these six locations and online, the distribution of responsive surveys by location is as follows<sup>1</sup>:

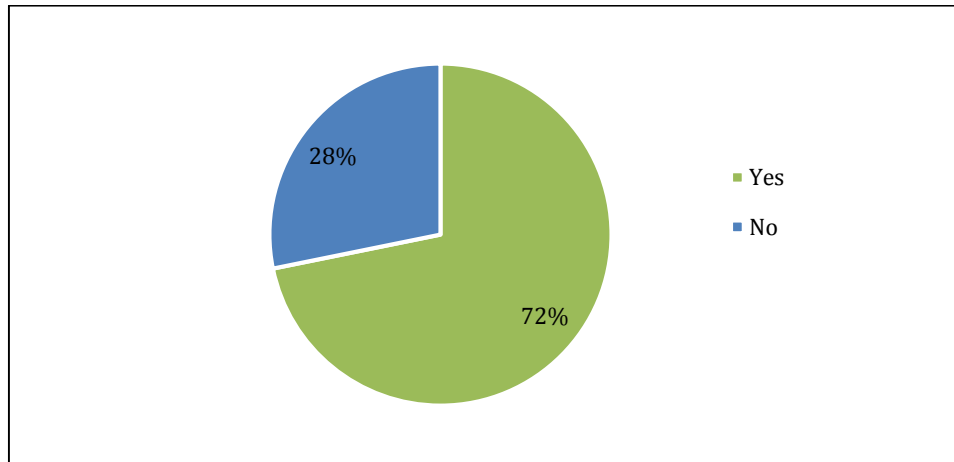
- NoMa-Gallaudet Metrorail Station – 114 responses (11% of total)
- Waterfront Metrorail Station – 160 responses (15% of total)
- Eastern Market Metrorail Station – 126 responses (12% of total)
- Frank D. Reeves Municipal Center – 67 responses (7% of total)
- Anacostia Metrorail Station – 120 responses (12% of total)
- Georgetown (M Street & Wisconsin Ave NW) – 97 responses (9% of total)
- Online – 358 responses (34% of total)

### *Do you currently ride the Circulator?*

Of the 1,043 survey responses, 749 responded with “**Yes**” they do currently ride the Circulator service, this represents almost two-thirds of the total responses. The majority of the respondents who responded “**No**” filled out the survey online (38%) or participated at the Waterfront Metrorail pop-up event (19%).

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<sup>1</sup> One response had no location associated with it.



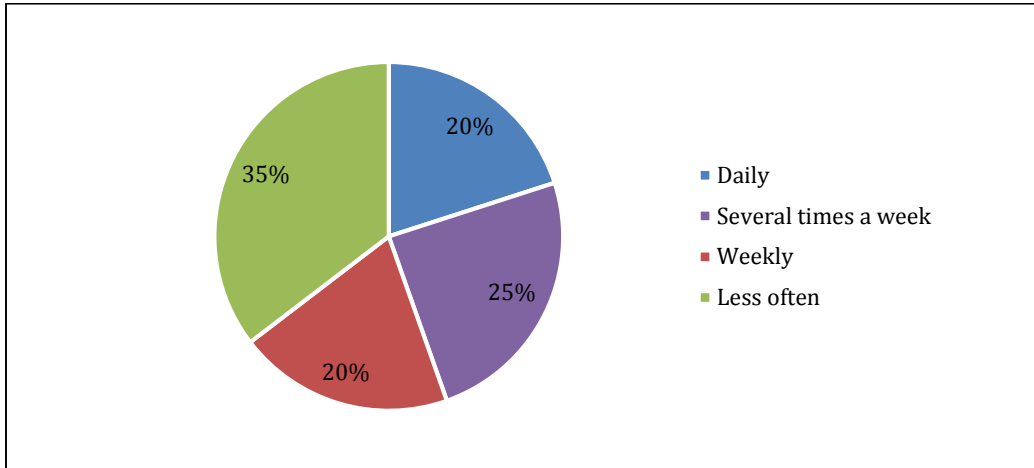
### Which routes do you use regularly?

There were 749 respondents who use the Circulator service and identified the route or routes they used regularly. Of those respondents, 50% identified the **“Georgetown – Union Station”** as a regular route they used. The **“Union Station – Navy Yard Metrorail”** route was the second most chosen route with almost 35% of responsive respondents identifying this route as a regular route. Approximately 23% identified the three remaining three routes, **“Woodley Park – Adams Morgan –McPherson Square Metro,” “Dupont Circle – Georgetown – Rosslyn,”** and **“Potomac Ave Metro –Skyland via Barracks Row”**, as a preferred route.

Dupont Circle - Georgetown - Rosslyn	167
Georgetown - Union Station	373
Union Station - Navy Yard Metro	265
Woodley Park - Adams Morgan - McPherson Square Metro	177
Potomac Ave Metro - Skyland via Barracks Row	159

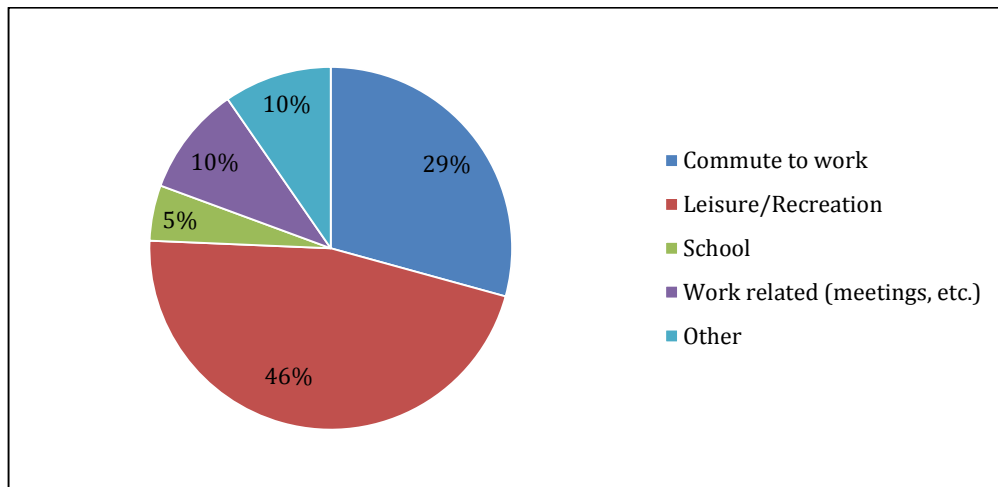
### How often do you ride the Circulator?

Of the respondents who utilize the Circulator service, the majority (65%) use this service at least once a week if not more. Almost one-third of those users, or 20% of the total respondents, use the Circulator service **“Daily.”**



*When you use Circulator, what is the most common purpose of your trip?*

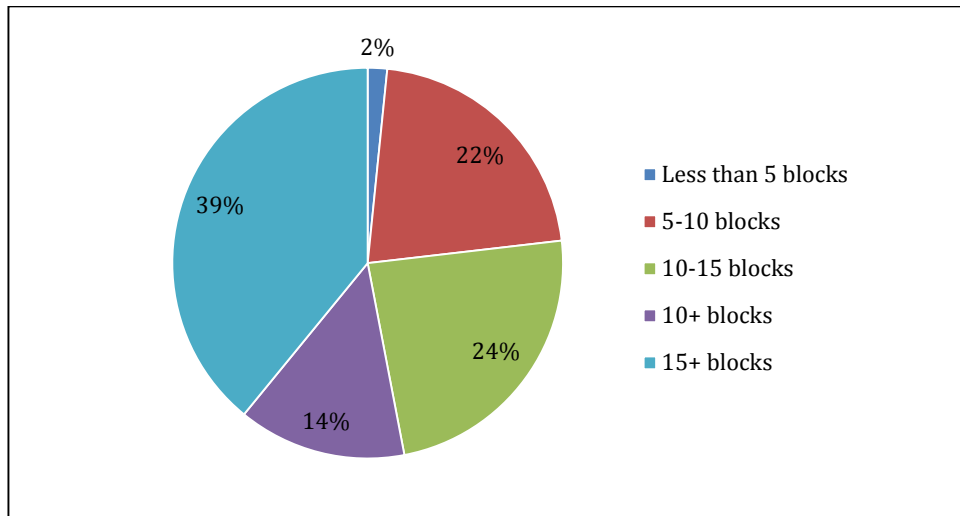
**“Leisure/recreation”** was the most common trip purpose (46%) for riders of the Circulator. **“Commute to Work”** and **“School”** trips, which are generally recurring trips, combined represented 34% of the trip purposes.





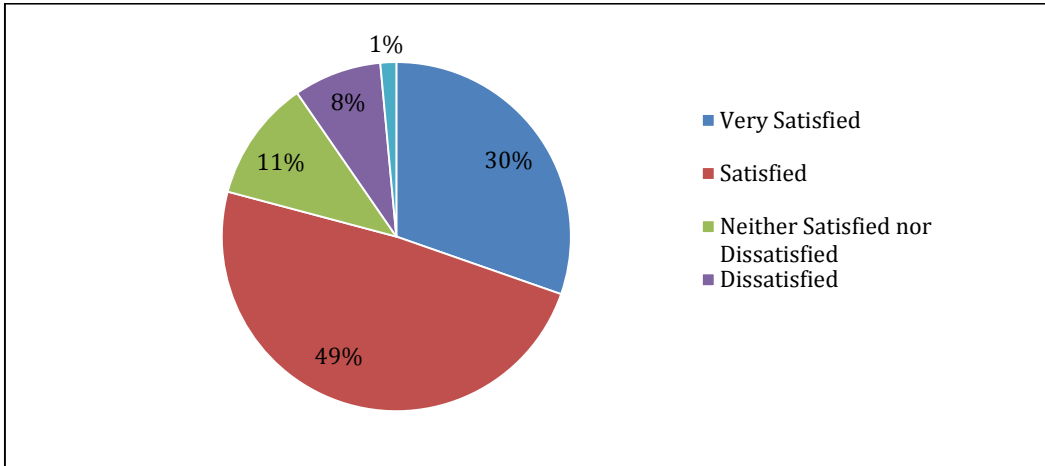
### How far do you typically ride?

Approximately 77% of the respondents rode the Circulator 10 blocks or more. The typical user of the Circulator does not ride “Less than 5 blocks” with only 2% of respondents choosing this option.



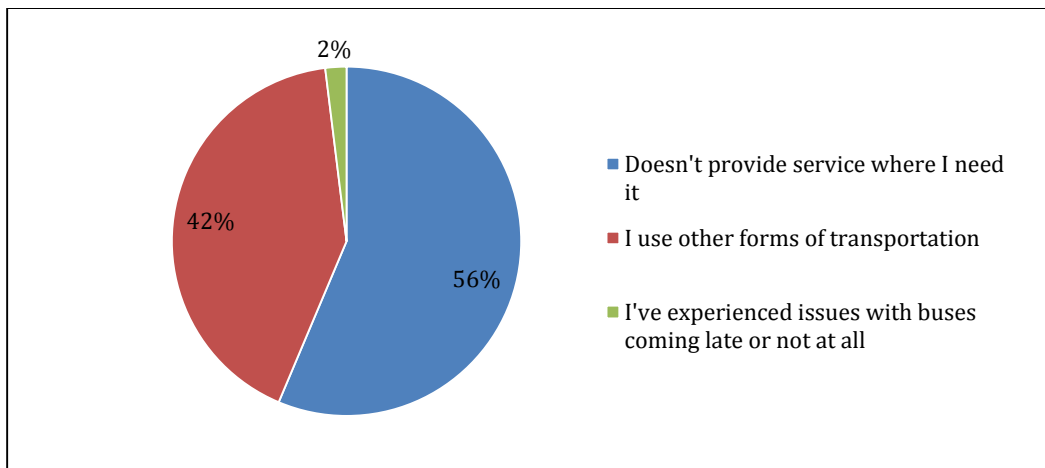
### When you are waiting for the Circulator, are you satisfied with how often the Circulator arrives?

The majority of Circulator passengers (79%) were either “Satisfied” or “Very Satisfied” with how often the Circulator arrives. Only 1%, or 11 respondents, were “Very Dissatisfied” with how often the Circulator arrives.



**What is the main reason you don't currently ride the Circulator?**

Of the 307 respondents who responded to this question, only 2% or 6 passengers experienced “Issues with the buses coming late or not at all.” Approximately 98% responded with “There is no service where they need it” or “They use other forms of transportation.”





*You previously indicated that you use other forms of transportation instead of the Circulator, please indicate which forms.*

There were 208 respondents who use other forms of transportation besides the Circulator. Out of these respondents, 71% used another form of transit either **“Local bus/Commuter bus,” “Metrorail/Commuter rail,”** or a combination of both.

Other modes of transportation used	Responses
Local bus/Commuter bus	91
Metrorail/Commuter rail	140
Bikeshare	24
Personal bicycle	22
Walk	129
Carshare (Enterprise/Car2go/Zipcar)	11
Rideshare (Carpool/Vanpool)	5
Taxi (Taxi/Uber/Lyft/Sidecar)	32
Other*	48
*SOV were 46/48 responses	

### *What areas of the District should the Circulator serve next?*

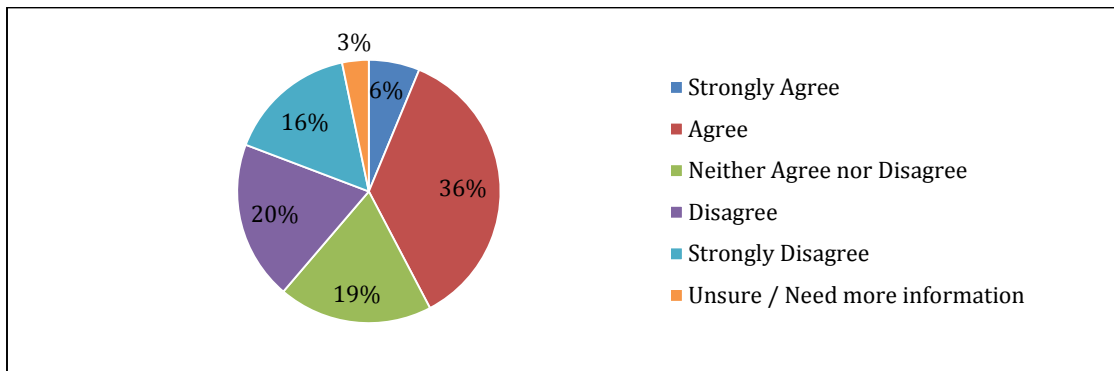
Over 52% of the respondents who answered this question would like to see the Circulator serve the **“Southwest/Waterfront.”** The next most desired service areas were the **“U Street Corridor/Shaw/Howard University”** and **“National Mall,”** with 50% and 47% of the respondents choosing these areas, respectively. **“NoMa,” “Georgia Ave/Petworth,”** and **“Other”** had a fair amount of responses, as well. The **“Other”** category consisted of write-ins for new locations such as H Street/Benning Road, and various locations in Virginia and Maryland to name a few.



Areas to serve next	Responses
National Mall (Opening in 2015)	411
NoMa	309
U Street Corridor/Shaw/Howard University	433
Southwest/Waterfront	458
Georgia Ave/Petworth	260
Northeast DC (Ft. Totten, Brookland, Rhode Island Ave, Fort Lincoln)	164
Northwest DC (Friendship Heights, Tenleytown, Van Ness)	167
Southeast DC (St. Elizabeth's, Minnesota Ave)	216
Other	279

***One method to fund expanded service is to increase revenue by raising fares. Should DDOT raise fares to expand the system?***

Forty-one percent (41%) of respondents **“Agreed”** or **“Strongly Agreed”** that DDOT should raise fares to expand the Circulator system. Out of the respondents that **“Agreed”** or **“Strongly Agreed,”** approximately 73% currently utilize the service.

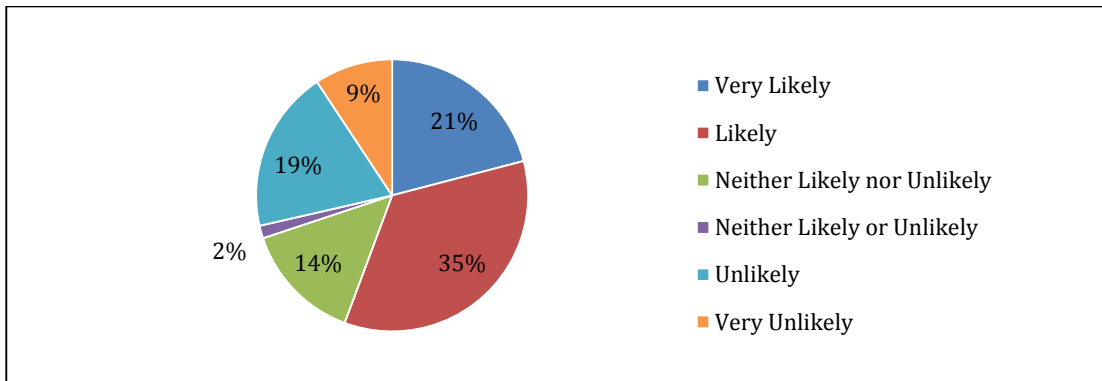




## Area Specific Questions

### *If DDOT extended the Union Station to Navy Yard route to serve NoMa how likely are you to use it?*

This question was asked specifically at the NoMa-Gallaudet Metrorail Station, Waterfront Metrorail Station and Eastern Market events and was available on the online survey. Approximately 56% of the 731 respondents were either “Likely” or “Very Likely” to use an extension of the Union Station - Navy Yard route to NoMa. Almost 23% of the respondents who would “Likely” or “Very Likely” use this extension do not currently use the Circulator service.



### *If you could connect NoMa to any place in the District with new Circulator service where would it be?*

This question was asked specifically at the NoMa-Gallaudet Metrorail Station event and was available on the online survey. The top three selections were “Columbia Heights,” “Southwest/Waterfront/Capital Riverfront,” and “Adams Morgan,” with 32%, 31%, and 27% of the 467 respondents choosing these areas, respectively.

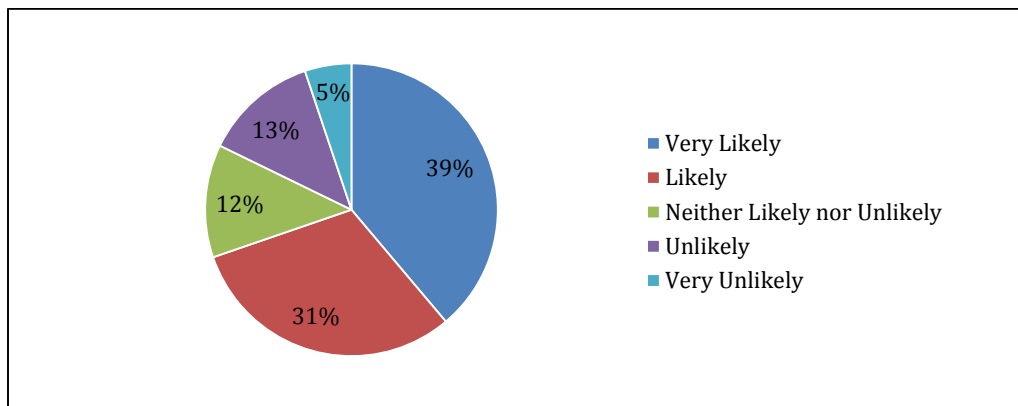




Connect NoMa to...	Responses
Woodley Park	76
Adams Morgan	124
Columbia Heights	150
Shaw/Howard University/U Street Corridor	43
Georgia Ave/Petworth	85
Rhode Island Metro/Brookland/Ft. Totten	25
Southwest/Waterfront/Capital Riverfront	146
Northwest DC (Van Ness/Tenleytown)	70
Southeast DC (Anacostia/Skyland)	46
Other	56

*If DDOT extended the Union Station to Navy Yard route to serve Waterfront how likely are you to use this route?*

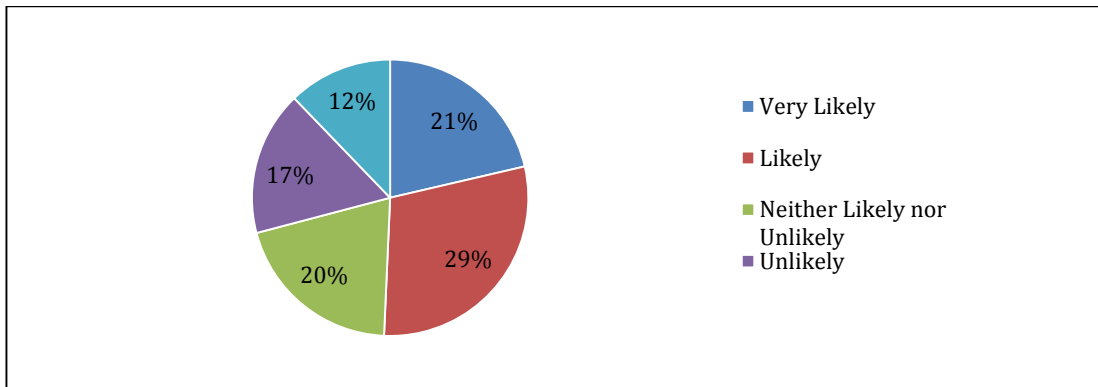
This question was asked specifically at the Waterfront Metrorail Station and Eastern Market events and was available on the online survey. Approximately 70% of the 641 respondents were either “Likely” or “Very Likely” to use an extension of the Union Station - Navy Yard route to the Waterfront Metrorail. Almost 32% of the respondents who would “Likely” or “Very Likely” use this extension do not currently use the Circulator service.





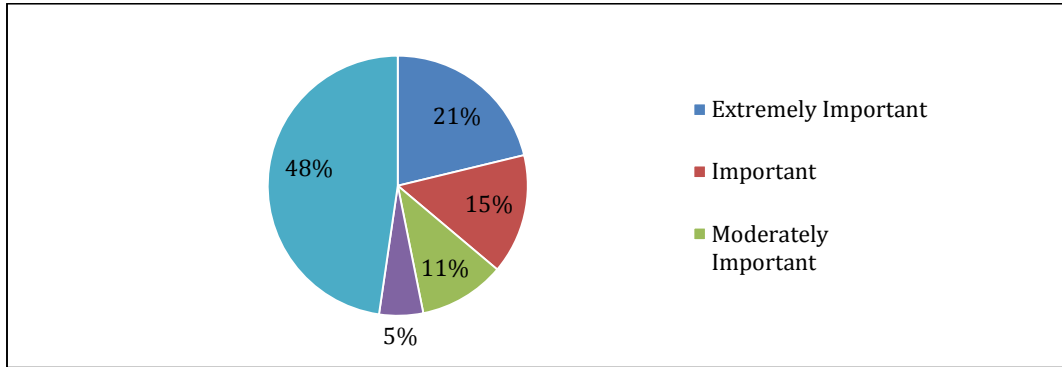
*If DDOT created a new route from Howard University to Dupont using U Street NW how likely are you to use it?*

This question was asked specifically at the Frank D. Reeves Municipal Center event and was available on the online survey. Approximately 50% of the 426 respondents were either **“Likely”** or **“Very Likely”** to use a new route from Howard University to Dupont Circle using U Street NW. Almost 19% of the respondents who would **“Likely”** or **“Very Likely”** use this new route do not currently use the Circulator service.



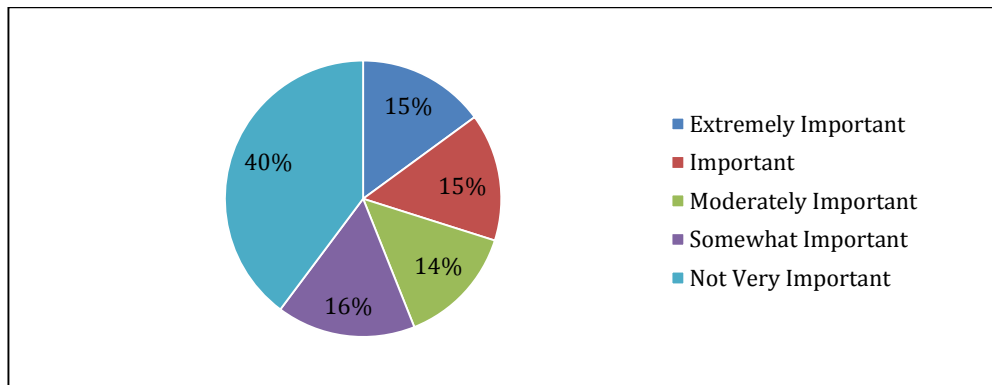
*How important is it to you that the Potomac Avenue to Skyland Route serve the Anacostia Metrorail station?*

This question was asked specifically at the Anacostia Metrorail Station event and was available on the online survey. Approximately 36% of the 476 respondents found it **“Important”** or **“Extremely Important”** for the Circulator to serve the Anacostia Metrorail Station. Of the 48%, or 227, respondents who found the service to the Anacostia Metrorail station **“Not Very Important”**, 98% filled the survey out online and 32% do not currently use the Circulator service.



*How important is it to you that the Union Station to Georgetown route be extended to serve Glover Park and the National Cathedral?*

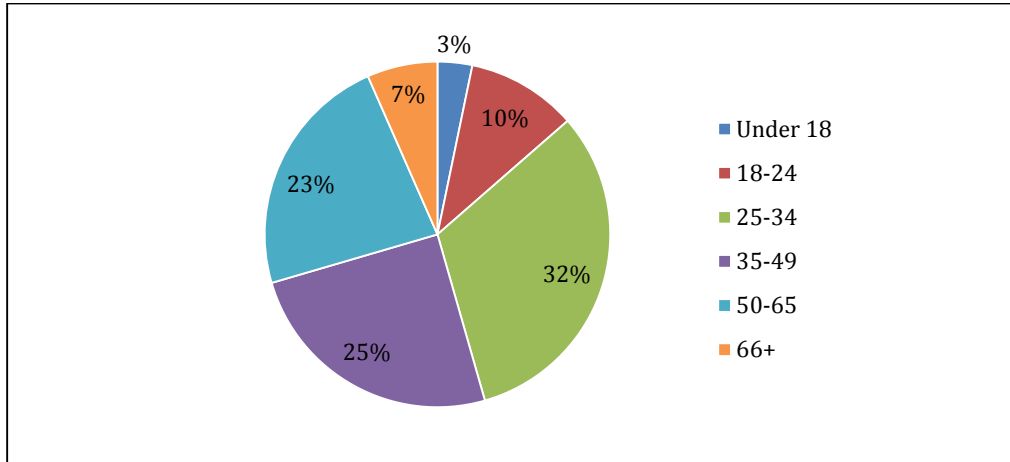
This question was asked specifically at the Georgetown event and was available on the online survey. Approximately 30% of the 455 respondents found it “**Important**” or “**Extremely Important**” for the Circulator to be extended to serve Glover Park and the National Cathedral. Overall 60% of respondents indicated this extension was important at some level, while 40% felt it was not very important.



## Demographic Survey Responses

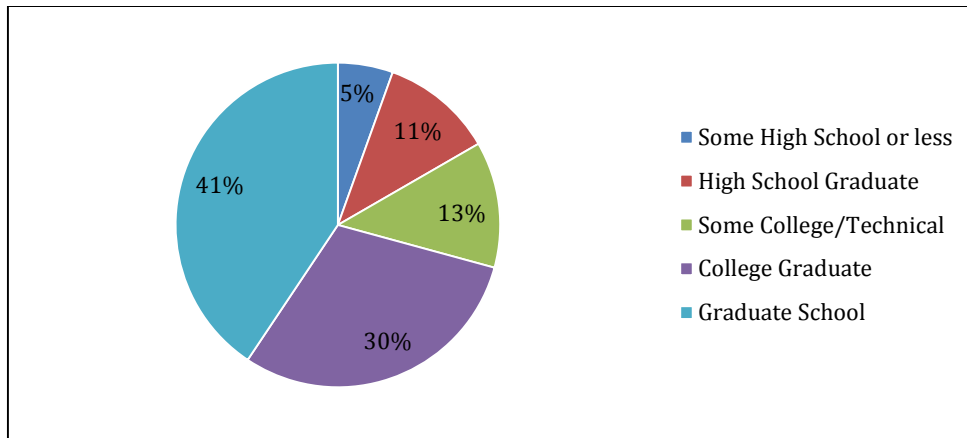
### *What is your age range?*

The typical age range for a Circulator rider was between **25-34** years old.



**What is your level of education?**

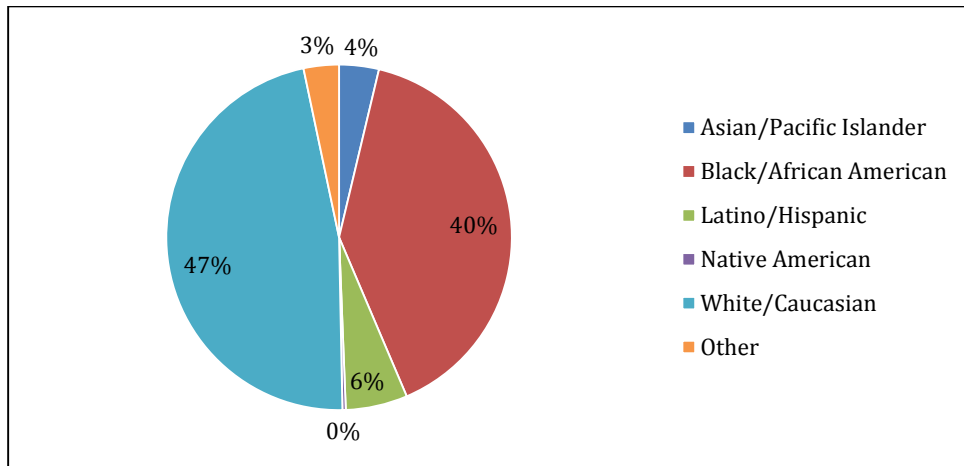
Approximately 84% of the respondents have participated in some form of higher education or advanced training.





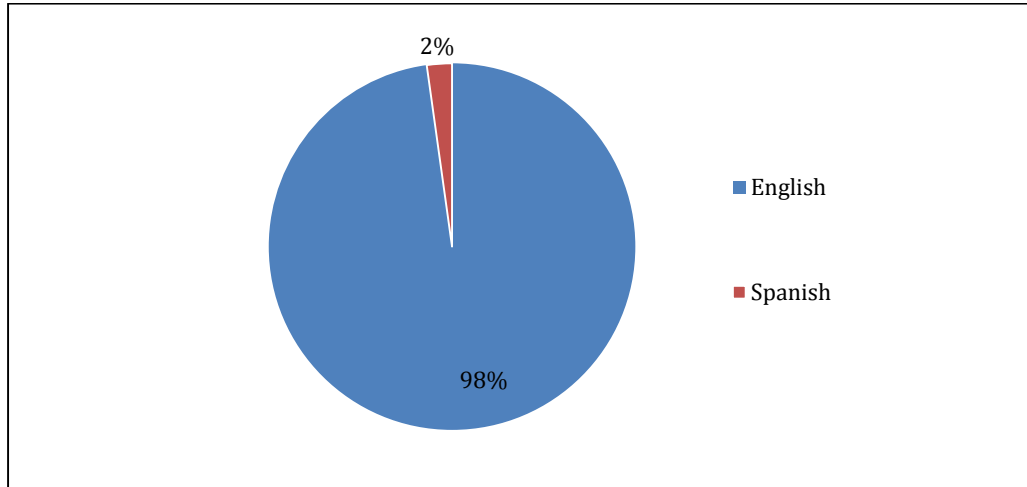
### What is your ethnicity?

The **“White/Caucasian”** and **“Black/African American”** ethnicities were the two most represented groups in this survey, with 47% and 40% of respondents choosing these categories, respectively.



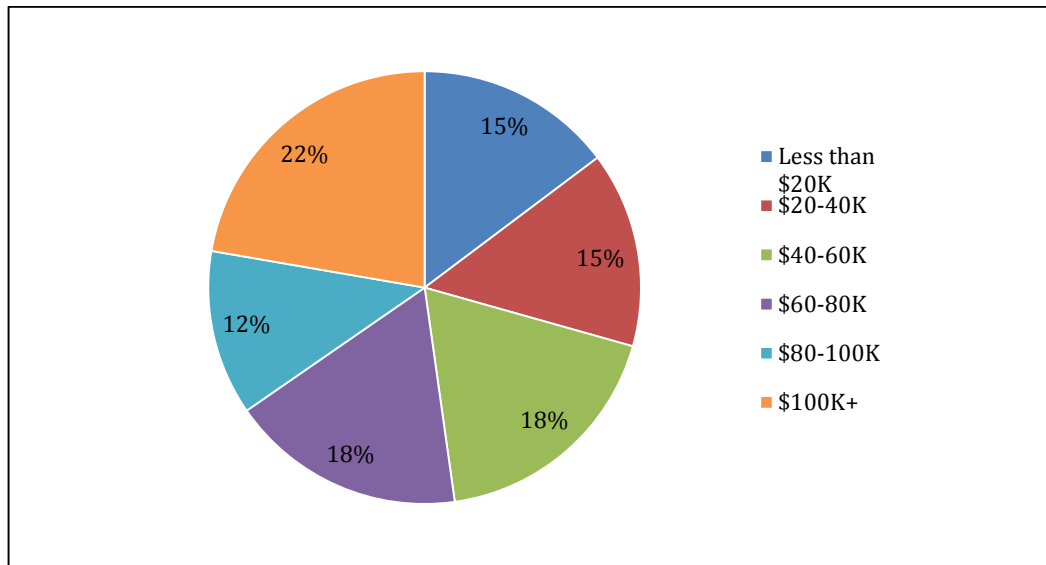
### What is your primary language spoken at home?

Approximately 98% of the Circulator’s ridership used **“English”** as their primary language. **“Spanish”** followed as 2% of respondent’s primary language.



*What is your income level?*

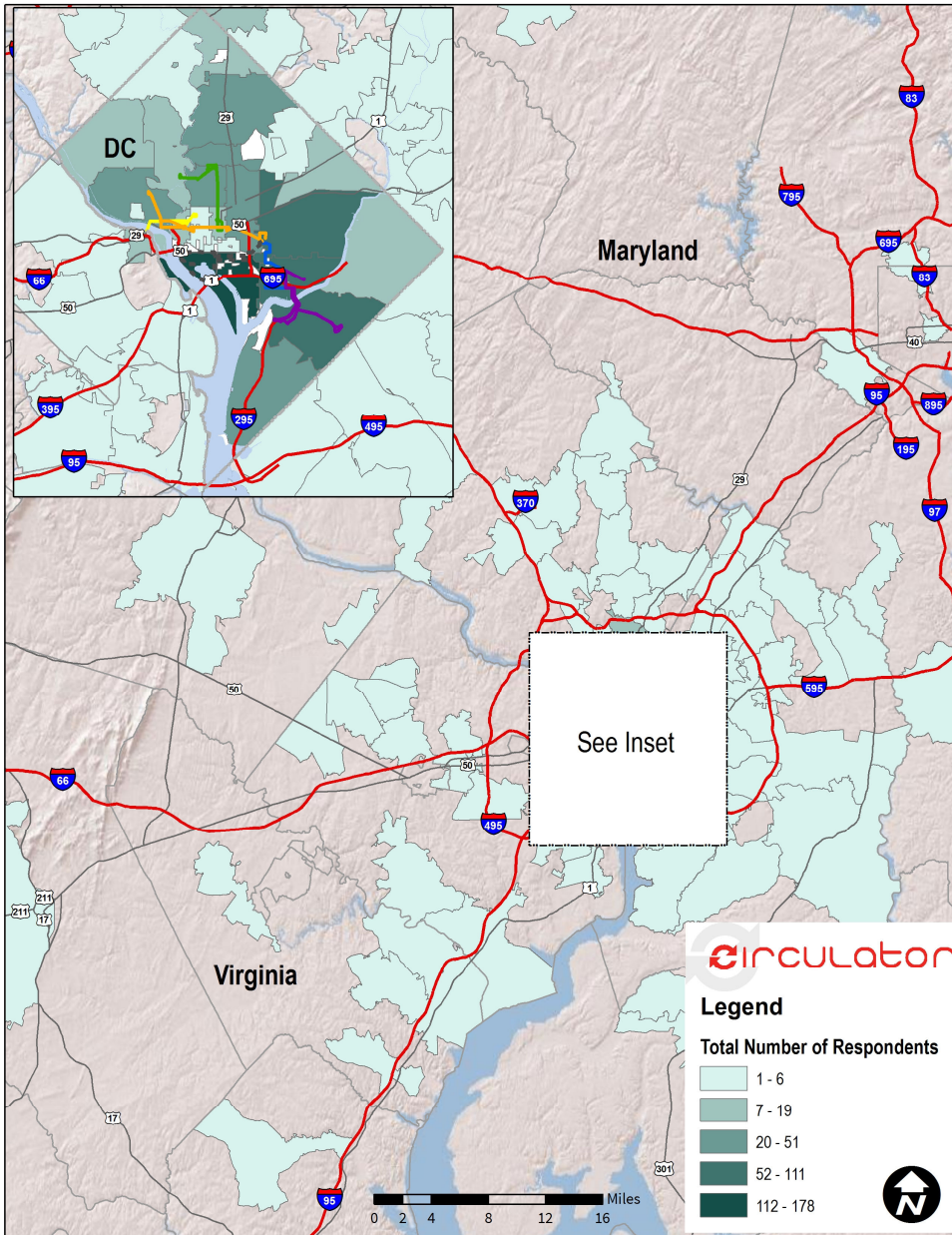
The income level during this survey was very diverse, with the highest representation being in the “\$100K+” category, representing only 22% of respondents.





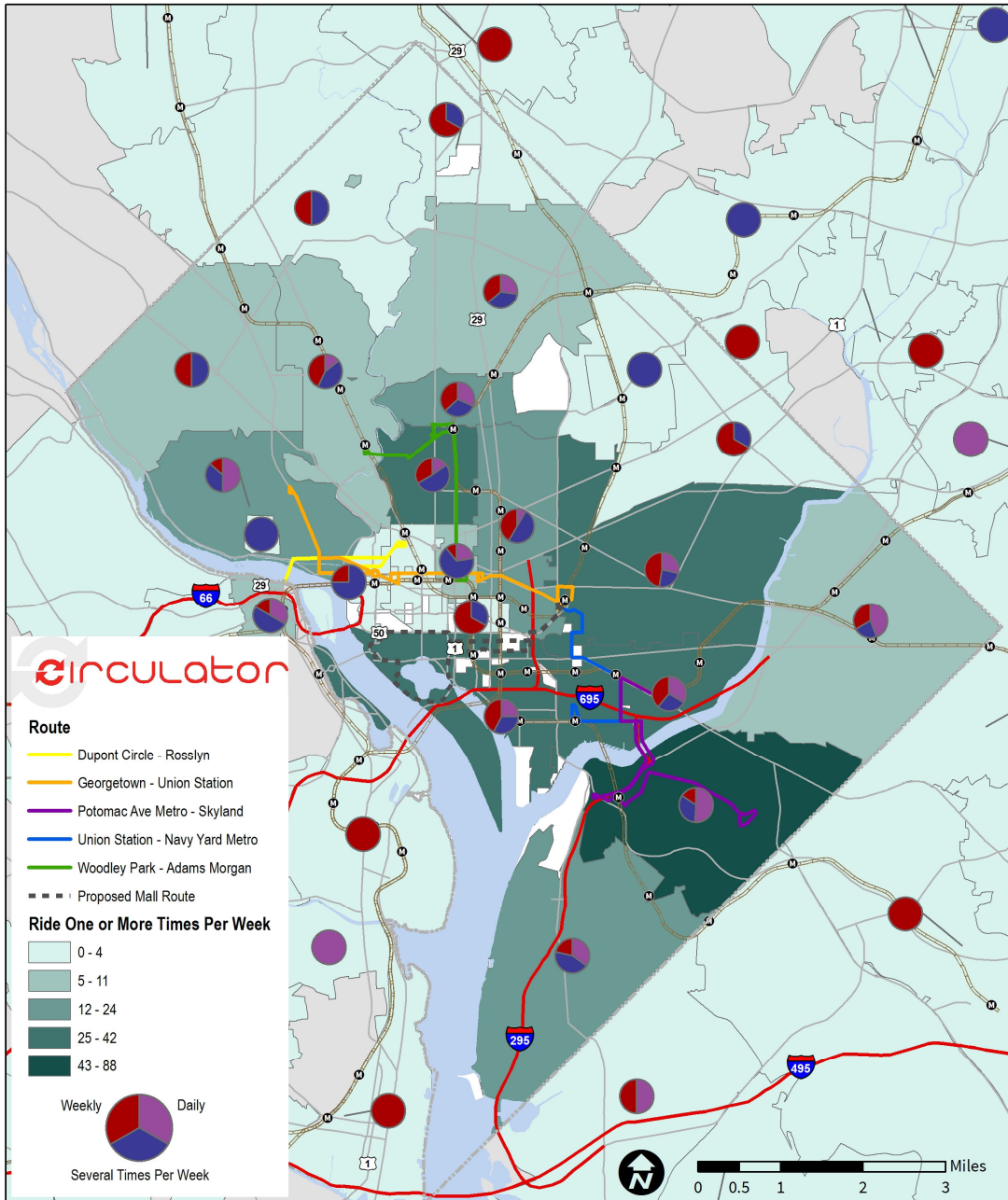
## Zip Code Analysis

Survey Response by Zip Code

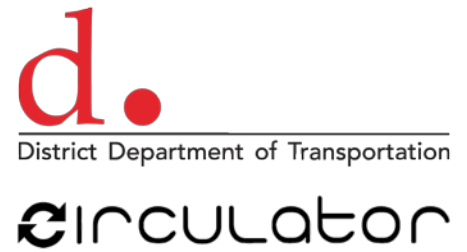




### Circulator Usage by Zip Code







# Technical Memorandum D-2

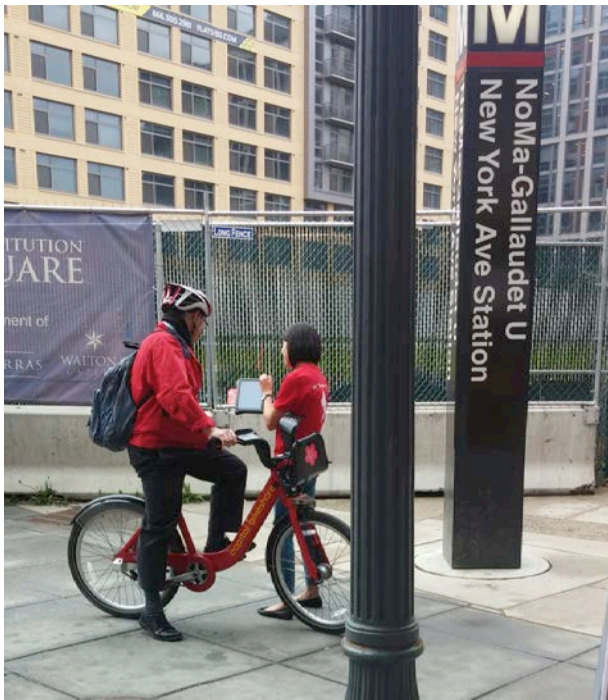
## Summary of Pop-up Events



## NoMa

April 22, 2014, 3:30 pm - 6:30 pm at NoMa/ Gallaudet Metro Station

*Staff: DDOT- Circe Torruellas, Nspiregreen LLC- Veronica Davis, Christine Mayeur, Robyn Jackson, Foursquare ITP- David Miller, Spanish Interpreter- Joanne Agosto, KFH Group- Ray Hayhurst*



### Event Summary

The pop-up meeting took place at the NoMa/ Gallaudet Metro Station, on the M Street NE Entrance side. This location has a large mix of population in terms of age, ethnicity, gender, and access issues. The team set up a tent with a table showing the Circulator logo and a banner indicating the survey activity, which was visible from the Metro Station and sidewalk. A sandwich board displayed maps of current routes and activity centers for reference. Participants that could stop for a survey were given the opportunity to enter a drawing for a \$50 SmarTrip Card as well as receive a free give-away. The giveaways were Circulator-branded key clip carabineers, lanyards with a vinyl ID holder, reusable grocery bags, and water bottles.

### Observations

As the first of the six public meeting pop-up events, it was a real test of the survey tool and meeting format. We found some redundancy and unnecessary questions within the survey, which were mostly demographic questions. The survey was subsequently shortened in the interest of participant's time. With proximity to

Gallaudet University, it would have been useful to have an American Sign Language (ASL) interpreter. This location served a mix of residential and business commuters, as there were several office buildings and residential complexes near the station. From 3:30 pm until about 4:30 pm, we saw less participants. One reason many people gave was that they were rushing to catch a train and not from the District. From 4:30 pm - 6:30 pm, many more participants were residents of the community and more apt to stop and take the survey. The timing, did, however, allow us to gain participation from school-age youth to gain their feedback on bus service.

### Results



114 surveys were taken on project tablets; however, Circe of DDOT used her own personal tablet to collect responses. Around 800 postcards were given to passersby that could not stop. At some points in the survey collection, people waited in line to take the survey with the team.

## Southwest

**April 24, 2014, 3:30 pm - 6:30 pm at Waterfront Metro Station**

**Staff:** DDOT- Theodore VanHouten, Nspiregreen LLC- Veronica Davis, Christine Mayeur, Robyn Jackson, Foursquare ITP- David Miller, Spanish Interpreter- Joanne Agosto, KFH Group- Ray Hayhurst

### Event Summary

The pop-up meeting took place at the Waterfront Metro Entrance near the intersection of 4<sup>th</sup> and M St SW. The team set up a tent with a table showing the Circulator logo and a banner indicating the survey activity that was visible at the Metro station exit, street, and sidewalk. Again, a sandwich board displayed boards showing current routes and activity centers for reference and were dry erase to allow for drawing or diagramming. Participants that could stop for a survey were given the opportunity to enter the drawing for a \$50 SmarTrip Card, get a free day pass, as well as a receive a free give-away. The giveaways were Circulator-branded key clip carabineers, lanyards with a vinyl ID holder, reusable grocery bags, and water bottles.



### Observations

The second pop-up meeting was in a neighborhood that formerly had Circulator service. The shortened survey was used and took less than 5 minutes to complete. The location was in close proximity to many office buildings and a large grocery store, Safeway. The timing again allowed us to gain participation from school-age youth to gain their feedback on bus service. This pop-up was very busy, often seeing people waiting in line to take the survey for the free giveaways.



The Waterfront Gateway Neighborhood Association Executive Director, Bob Craycraft, was in attendance to advocate for the Circulator to return to the neighborhood, a sentiment echoed by the majority of participants.

### Results

160 surveys were taken on project tablets, with a few taken by smart phone. Around 1000 postcards were given to passersby that could not stop.

## Eastern Market

April 26, 2014, 12:00 pm - 3:00 pm

*Staff: DDOT- Circe Torruellas, Nspiregreen LLC-Christine Mayeur, Robyn Jackson, and Kenya Goodson, Foursquare ITP- David Miller, and Spanish interpreter- Joanne Agosto*

### Event Summary

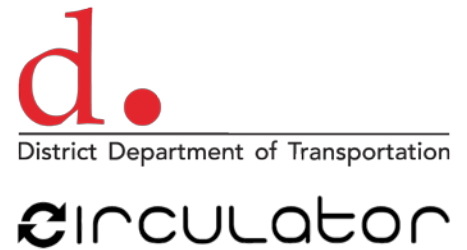
The pop-up meeting took place at the Eastern Market Metro Entrance on Pennsylvania Avenue SE between 7<sup>th</sup> Street SE and 8<sup>th</sup> Street SE. The set up was similar to the past with a tent, banner, table, and sandwich board maps.

Participants were also able to enter the drawing for a \$50 SmarTrip Card, get a free day pass, as well as receive a free give-away. The giveaways were Circulator-branded key clip carabineers, lanyards with a vinyl ID holder, reusable grocery bags, and water bottles.



### Observations

This was the third of six Pop-up meetings in a neighborhood that currently has Circulator service. The location was in close proximity to Eastern Market, a weekend destination for District and regional residents, as well as many local restaurants, shops, and other attractions. The timing again allowed us to gain participation from a range of residents,



both District based and regional. Those that were regional liked the service and wanted it to serve their areas. This pop-up was busy at times, often seeing the most participants upon the arrival of a train or Circulator and/or WMATA bus. The timing of this event caught the brunch and lunch crowds heading to the neighborhood to shop, dine, or otherwise visit. People seemed less interested to stop at the pop-up, as there was another popup tent by the Capitol Hill BID and a street performer directly adjacent to the pop up location.

### Results

126 surveys were taken on project tablets, with a few taken by smart phone. Around 200 postcards were given to passersby that could not stop.

## 14<sup>th</sup> and U Street NW

April 29, 2014, 3:30 pm - 6:30 pm

*Staff: DDOT- Circe Torruellas, Nspiregreen LLC- Veronica Davis, Christine Mayeur, and Robyn Jackson, Foursquare ITP- Harley Cooper, and Spanish interpreter- Joanne Agosto*

### Event Summary

The pop-up meeting took place at the Reeves Center on U Street NW between 13th Street NW and 8th Street NW. The set up was different from all of the others because of the rainy and chilly weather conditions. The tent and banner were set up for the exterior plaza of the Reeves Center. The table and boards were set up in the plaza beyond the security. Surveys were taken both outside and inside of the Reeves Center. Participants were also able to enter the drawing for a \$50 SmarTrip Card, get a free day pass, as well as receive a free give-away. The giveaways were Circulator-branded key clip carabineers, lanyards with a vinyl ID holder, reusable grocery bags, and water bottles.



### Observations

This was the fourth of six Pop-up meetings in a neighborhood that currently has Circulator service. The weather prevented a lot of people from stopping and talking to us. The timing again allowed us to gain participation from a range of residents, both District based and regional. However with the weather limitation, visitors to the Reeves Center as well as employees working in the center took most of our surveys. A few passersby took the survey outside, but most didn't want to stop.

### Results

With the difficulty with weather, only 67 surveys were taken on project tablets. Around 100 postcards were given to passersby that could not stop.

## Anacostia

May 1, 2014, 3:30 pm - 6:30 pm

*Staff: DDOT- Ted VanHouten, Nspiregreen LLC- Veronica Davis, Christine Mayeur, and Robyn Jackson, Foursquare ITP- Andrew Campbell, and Spanish interpreter- Joanne Agosto*

### Event Summary

The pop-up meeting took place at the Anacostia Metro Station on Howard Road SE. The set up was similar to most of the others, with a tent, banner, table, sandwich board with maps, and giveaways on the table. This location was set up



directly adjacent to the Circulator stop at the Anacostia Metro Station in order to gain feedback directly from riders. Participants were able to enter the drawing for a \$50 SmarTrip Card, get a free day pass, as well as receive a free giveaway. The giveaways were Circulator-branded key clip carabineers, lanyards with a vinyl ID holder, reusable grocery bags, and water bottles.



### Observations

This was the fifth of six Pop-up meetings in a neighborhood that currently has Circulator service. At this location, there were two areas that we could set up to engage a large amount of participants. One side received more commuters transferring from Metrobus to rail however, the location on Howard Road SE received commuters from Circulator. The timing again allowed us to gain participation from a range of residents, both District based and regional. The pop-up location allowed for participation from a large number of youth and mostly residents of the ward. Most people were willing to stop and take a survey because they had used the Circulator and had experience with the service.

### Results

People were excited about the survey and most were able to stop. 120 were taken on project tablets. Around 100 postcards were given to passersby that could not stop.

## Georgetown

May 3, 2014, 12:00 pm – 3:00 pm



**Staff:** DDOT- Steve Strauss, Nspiregreen LLC- Veronica Davis, Christine Mayeur, and Robyn Jackson, Foursquare ITP- David Miller, and Spanish interpreter- Joanne Agosto

### Event Summary

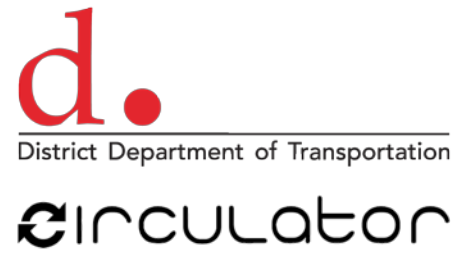
The pop-up meeting took place in Georgetown on M Street NW, between Wisconsin Avenue NW and Potomac Street NW. The set up was similar to most of the others, with a tent, banner, table, sandwich board with maps, and giveaways on the table. However, this location was set up directly adjacent to the Circulator stop with a special bus open for people to tour. The tent and bus were set up in parking spaces along the street because of the limited right of way on the sidewalks. Participants were able to enter the drawing for a \$50 SmarTrip Card, get a free day pass, as well as receive a free give-away. The giveaways were Circulator-branded key clip carabineers, lanyards with a vinyl ID holder, reusable grocery bags, and water bottles.



### Observations

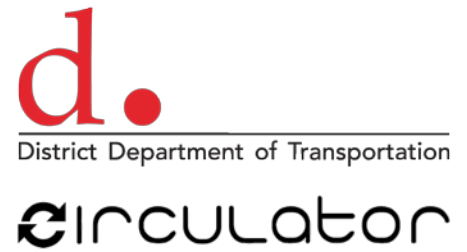
This was the last of six pop-up meetings in a neighborhood that currently serviced by two Circulator routes. The timing again allowed us to gain participation from a range of residents, both District based and regional. It seemed that there were more tourists and regional visitors in this location than others. The pop-up location allowed for participation from passersby and Circulator riders. It was more difficult to get people to stop and take a survey at this location as most passersby were involved with shopping or just visitors.





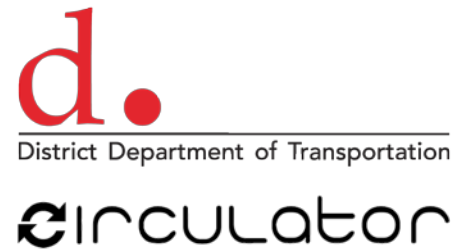
## Results

97 people took surveys on the project tablets. Around 300 postcards were given to passersby that could not stop.



# Technical Memorandum

Raw Public Comments and Correspondence



<http://www.thegeorgetowndish.com/thelatest/dc-circulator-pop-meeting-georgetown-may-3rd>

## **DC Circulator Pop-Up Meeting in Georgetown May 3rd**

April 30, 2014 | by [Watched Pot](#)

The District Department of Transportation (DDOT) is holding a Pop-Up Meeting to solicit feedback from current and future riders on the DC Circulator bus system on Saturday, May 3 from 12 to 3 p.m. at M Street and Wisconsin Avenue NW.

Join the conversation to provide feedback on the current system as well as future routes and extensions. The feedback from the meetings will be incorporated into the 2014 DC Circulator Transit Development Plan Update.

Each participant will be entered to win a \$50 SmarTrip card with a winner randomly selected after the survey closes on Friday, May 9.

Click [here](#) for additional information on how you can participate in providing feedback for the DC Circulator Transit system.

### **0 COMMENTS FOR THIS ARTICLE**

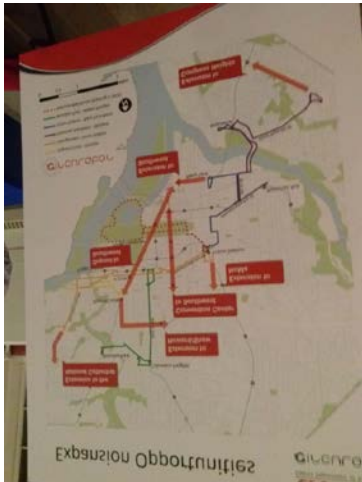
[http://dcist.com/2014/02/circulator\\_officials\\_consider\\_more.php](http://dcist.com/2014/02/circulator_officials_consider_more.php)

## **Circulator Planners Consider New Routes, A Fare Hike**

At a semi-annual forum on the Circulator system, D.C. Department of Transportation planners and employees solicited input from the community on a number of possible new routes, as well as a proposed fare hike. These expansion opportunities include extensions of existing routes to the National Cathedral, Howard/Shaw, Southwest and NoMa, and new routes from the Convention Center and Dupont to Southwest. Circe Torruellas, a senior transportation planner for DDOT's Circulator program, said this collection of information is part of an effort to update and check in with the 10-year Circulator [development plan](#). DDOT did an analysis of activities centers, which the Circulator seeks to connect, and is looking at where there's been growth and where people want to go.



Now they're collecting feedback, and will hold several pop-ups in April where there are existing routes and where people have shown interest in there being a Circulator route.



After the feedback is collected, it will still take a good amount of time to execute new routes. Torruellas used the National Mall route, which is expected to begin operating in March 2015, as an example: It took a year-and-a-half to do a study, and now they're working on doing a service plan (where do you put the stops, etc.). After the number of buses needed for this route is identified, vehicles must be procured, which can take six to 12 months. So any new routes are likely a couple of years from being a reality.

While still a year away from service, DDOT has proposed that the National Mall route operate every 10 minutes. Proposed stops include Union Station, the Lincoln Memorial and several other locations in between. A round trip in a "low season" would take about 60 minutes, while that would increase to 100 minutes during the "high season." During the summer, it's proposed the route would run from 7 a.m. to 8 p.m. Monday through Friday, and 9 a.m. to 8 p.m. on the

weekends. During the winter, service would end at 7 p.m.

Perhaps most contentious is a long proposed fare hike. Carl Jackson, associate director of DDOT's Progressive Transportation Services Administration, said DDOT will once again recommend to the mayor's office that Circulator fares be raised from \$1 to, most likely, \$2 for cash and \$1.75 for SmarTrip. "At a dollar, we have very low fare box return," he said. This change will either be approved or rejected during the budget process. "But one of the things about the Circulator brand is the low cost," Jackson said. "We want to keep it low." He said they're asking for feedback about which fare would be "comfortable" for passengers.

Feedback about any of the proposed plans can be sent through the Circulator's [site](#) or directly to Torruellas at [circe.torruellas@dc.gov](mailto:circe.torruellas@dc.gov).

Contact the [author](#) of this article or email [tips@dcist.com](mailto:tips@dcist.com) with further questions, comments or tips.

[Sarah Anne Hughes](#) in [News](#) on Feb 26, 2014 1:12 pm

## COMMENTS

[monkeyrotica](#) · 4 months ago

NO CIRCULATOR EXTENTIONS IN WARD 8!!!!

[Triple E](#) [monkeyrotica](#) · 4 months ago

Speaking of extending things, here's the route map.

[scooterj2003](#) · 4 months ago

\$1.75 would bring it in line with Metrobus, so not exactly low cost in comparison. 75% is a pretty big fare hike. My guess is that most customers would not be comfortable with that.



[Shiba Fussa](#) [scooterj2003](#) · 4 months ago

Comfortable would be free, btw, what is the cost of the streetcar? Perhaps since that is just a fancy bus it should be cheaper than that.

[scooterj2003](#) [Shiba Fussa](#) · 4 months ago

The streetcar costs about \$200 million.

[Shiba Fussa](#) [scooterj2003](#) · 4 months ago

That is an expensive ticket, I should have been a little more clear --- meant per ride down H St. \$1 or \$2? I have no clue.

[scooterj2003](#) [Shiba Fussa](#) · 4 months ago

Would you like the fare now or in 2025 dollars, when the line is expected to open?

[springroadintoaction](#) · 4 months ago

First: the expansion options are all stupid.

Second, raising the price to a .XX removes the elegance of it only being a dollar. Nobody wants to either carry change or receive change.

Third, whatever, everybody has SmarTrip (which doesn't work half the time).

[mldickens](#) [springroadintoaction](#) · 4 months ago

If you have a smartrip, then nobody cares about change. If you don't, the fare is \$2, no change required.

[scooterj2003](#) [springroadintoaction](#) · 4 months ago

I personally see a lot of people who ride the circulator and feed a \$1 bill into the machine. They are mostly low income people (or appear to be). I see this often on the "green" route around Columbia Heights.

[dues](#) [springroadintoaction](#) · 4 months ago

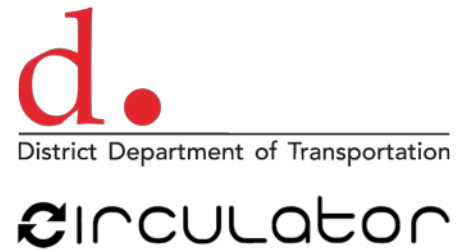
Dupont to U Street/Shaw is a good expansion. There's currently no good way to get between them, except for waiting a half hour for the G2 and schlepping up from P Street.

[Alan](#) · 4 months ago

Wow nice professional photography work there

[Shiba Fussa](#) [Alan](#) · 4 months ago

Good enough for govt work



[emuhawk](#) · 4 months ago

This should be classified as a "restoration" of the line in Southwest rather than an "expansion." DDOT took away our 7th Street Circulator line a couple years ago so they could put it elsewhere in the city and claim they had expanded service.

[HillmanDC](#) · 4 months ago

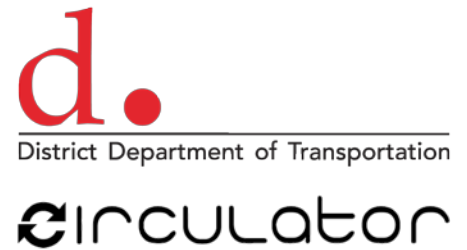
Big yes on the National Mall route. Makes perfect sense. Weird that they haven't done that already.

[http://dcist.com/2014/02/talk\\_about\\_the\\_circulator\\_tomorrow.php](http://dcist.com/2014/02/talk_about_the_circulator_tomorrow.php)

## Talk About The Circulator Tomorrow With DDOT



City officials will be available to listen to your complaints — and compliments! — about the Circulator system tomorrow night.



Up for discussion at Tuesday's meeting with the D.C. Department of Transportation will be "route performance, future route extensions (including the [planned](#) National Mall route), a potential fare increase, and current operations." A trip on a Circulator bus currently costs \$1 and may be [doubled](#). The meeting will be held at Eastern Market's North Hall from 6 to 8 p.m.

Contact the [author](#) of this article or email [tips@dcist.com](mailto:tips@dcist.com) with further questions, comments or tips.

[Sarah Anne Hughes](#) in [News](#) on Feb 24, 2014 11:15 am

## COMMENTS

[monkeyrotica](#) · 4 months ago

*City officials will be available to listen to your complaints — and compliments!*

[springroadintoaction](#) · 4 months ago

Compliment: You're the only piece of the broken Bolshivism that is the public transit system in this city that works.

Complaint: Don't raise the price. Or do. Whatever, you only service the tony areas of town anyway.

[Kev29](#) · 4 months ago

*A trip on a Circulator bus currently costs \$1 and may be doubled.*

DDOT to Riders: I WANT MY TWO DOLLARS!

[cminus](#) · 4 months ago

Compliment: You're better than WMATA.

Complaint: Who isn't?

[Triple E](#) · 4 months ago

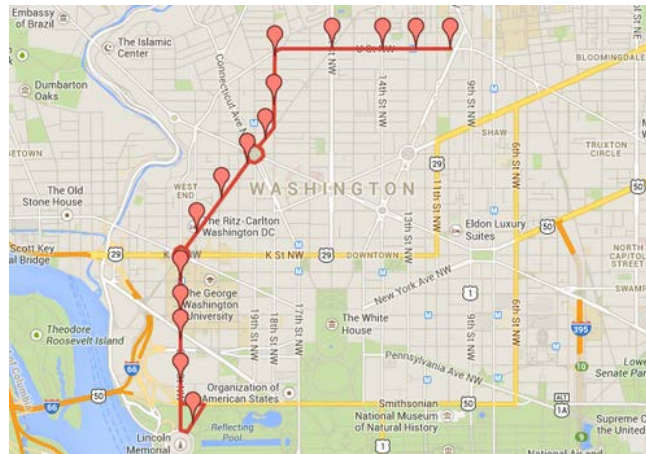
Can't we just talk about shoes?

<http://greatergreaterwashington.org/post/21844/an-abes-to-bens-circulator-could-connect-tourists-to-dc-neighborhoods/>  
**An "Abe's to Ben's" Circulator could connect tourists to DC neighborhoods**

by [Patrick Kennedy](#) and [Mike Silverstein](#) · February 25, 2014



The National Park Service plans to create a new Circulator route around the National Mall. NPS and the city could also improve transit options to nearby neighborhoods with a line from the Mall to Foggy Bottom, Dupont Circle, and U Street.



Our proposal for the "Abe's to Ben's Circulator." [Click for an interactive map.](#)

The Advisory Neighborhood Commissions (ANCs) for Foggy Bottom and Dupont Circle have voted to ask NPS and the city to consider such a route, which we have nicknamed the "Abe's to Ben's" or "A to B" route.

The planned Mall Circulator route, which NPS plans to fund in part with revenue from new parking meters along the Mall and in West Potomac Park, is an excellent beginning and will improve transit accessibility to some of DC's most popular attractions.

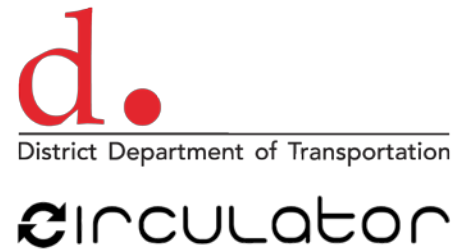
At the same time, the route, which goes east-west along the Mall to and from Union Station, doesn't give tourists an easy path off the Mall and into the neighborhoods to support our local businesses.

More than 4 million tourists visit the Vietnam Memorial and the Lincoln Memorial, two of the most popular landmarks, each year. But the area still has poor transit service, with little Metrobus service and the nearest Metro station  $\frac{3}{4}$  of a mile away.

### Our proposal

The "Abe's to Ben's" line would begin at the triangle in between 23rd Street NW and Henry Bacon Drive, by the Lincoln Memorial. The bus would then travel north along 23rd Street and provide service to the State Department,





Columbia Plaza, and George Washington University's main campus before meeting up with the Blue and Orange lines at the Foggy Bottom-GWU Metro station at 23rd and I Streets.

From there, it would proceed up New Hampshire Avenue and around Washington Circle to the southern entrance to the Dupont Circle station on the Red Line. It would continue around the circle to 18th Street and travel north to U Street before heading east to the U Street Metro station, the Green and Yellow lines. It could then end near the African-American Civil War Memorial (linking Park Service sites at each end) or Howard University.

This Circulator route would improve transit connections for both residents and tourists, providing a one-seat ride between the Mall, downtown, and mid-city neighborhoods. It would provide a direct connection to all 5 Metro lines, a crucial reliever of core Metro capacity and an alternative during service disruptions.

It would also restore bus service on the east side of Dupont Circle which ceased two years ago when Metro re-routed the L2 away from 18th Street. With this proposal, all of the bus pads that were installed as part of the streetscape project on 18th just a couple of years ago can serve a purpose again.

An L2 bus (formerly) stops on 18th Street. Image from Google Street View.

### What about other routes?

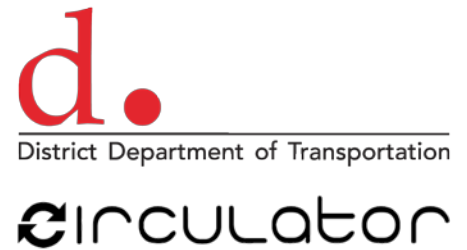
DDOT's 2011 Circulator master plan envisions extending the current Rosslyn-Dupont route to the U Street and continue the National Mall route up 23rd Street and over into Georgetown by way of Pennsylvania Avenue.

There are better ways to expand service. An extension of the Mall Circulator into Georgetown would be redundant with the 31 Metrobus, but with less utility since the 31 serves the entirety of the Wisconsin Avenue corridor up to Friendship Heights.

Extending the Rosslyn-Dupont route, on the other hand, raises issues about service reliability and neglects to serve Foggy Bottom and the National Mall. The current route already must traverse congested L and M through Georgetown and the West End.

Our proposal introduces a more direct, less traffic-choked connection to the Blue and Orange lines for Dupont and mid-city residents, while implementing service in areas of Foggy Bottom that don't have good transit service.

Our proposal isn't perfect. We're not transit professionals; we're community activists looking to improve connectivity between our neighborhoods in a way that reduces automobile dependence and hopefully serves many of the city's goals.



We know, for instance, that there may not be enough demand for Circulator service on the National Mall at 11 pm on a Saturday, but there may be a lot of demand in U Street and Dupont Circle. We also would love to extend this route proposal farther east to Howard University, with its transit-dependent student population. We welcome suggestions as to how to resolve these, and other, potential dilemmas.

### Next steps

Tonight, February 25th, DDOT will hold [its semi-annual forum on the Circulator](#), where members of the public can comment on future service. This is a critical opportunity to ask agency officials to consider our proposal.

Despite the long road and uncertainty that lies ahead, we feel that this idea is one worth sticking with and fighting for. It would benefit residents, workers, and tourists alike, while providing benefits for local businesses and inducing additional tax revenue for the District.

Now that the National Park Service has changed the rules of the game, it's time to examine the opportunities, and provide better transit options for everyone.

### [59 comments](#)

Patrick Kennedy is a senior at George Washington University, majoring in political science. He is serving his first term as an Advisory Neighborhood Commissioner in Foggy Bottom, and was recently elected to be the chairperson of ANC 2A.

Mike Silverstein is a member and former chair of Advisory Neighborhood Commission 2B, in Dupont Circle. He is retired after a 30+ year career at ABC News.

### Comments

Can someone explain to me the difference between the Circulator and a Metrobus route?

by alurin on Feb 25, 2014 10:30 am • [link](#) • [report](#)

The circulator is run by DDOT and Metrobus is run by WMATA.

The circulator routes are also meant to be more simple in their routing and they don't operate on a fixed schedule. Instead they just try to operate based on vehicle spacing ensuring a steady flow of vehicles rather than running the risk of bunching.



by drumz on Feb 25, 2014 10:35 am • [link](#) • [report](#)

While I don't see much a "plan" for circulator -- in terms of what it is supposed to do -- this is a horrible idea.

You need shorter lines -- which makes sure that you can keep the headway. Have fun running a circulator line through (in no order) -- the wrong way up NH, Dupont Circle, Washington Circle, and then U st.

by charlie on Feb 25, 2014 10:37 am • [link](#) • [report](#)

Many people in DC have really bad access to transportation. Foggy Bottom, U St. and Dupont Circle do not. I don't see why this is necessary.

by TakomaNick on Feb 25, 2014 10:42 am • [link](#) • [report](#)

drumz is substantially correct. I would add though, and this is important for our purposes, that a lot of the difference is rooted in branding. Many tourists and new residents find the Metrobus system with its timetables to be confusing. The Circulator, with its limited stops, predictable (short) routing, \$1 fare, and distinct buses, has proven to be much more appealing for those that would be turned off by traditional Metrobuses.

"While I don't see much a "plan" for circulator -- in terms of what it is supposed to do -- this is a horrible idea.

You need shorter lines -- which makes sure that you can keep the headway. Have fun running a circulator line through (in no order) -- the wrong way up NH, Dupont Circle, Washington Circle, and then U st."

Charlie, New Hampshire Avenue between Washington Circle and M Street will be converted to two-way traffic within the next month or two. That will eliminate the current one-way section, and allow buses to traverse the entire stretch between the Circles. Also, the total distance covered by this route is comparable to the currently-operating Circulator lines, so I'm not sure what you mean by "shorter lines."

"Many people in DC have really bad access to transportation. Foggy Bottom, U St. and Dupont Circle do not. I don't see why this is necessary."

It's worth noting that they don't have "bad access" to transportation because they're all dense neighborhoods where the percentage of people using transit is high. I would also add that Foggy Bottom lacks access to north-south transit options, while Dupont Circle and U Street aren't connected in any way currently.

What's more, if you look at the current Circulator plan -- new service is planned to be introduced to these areas anyway. So it's getting new transit options regardless. The question is how we can plan for new service in a way that doesn't introduce redundancy and is of the highest possible utility for our residents, workers, and tourist guests.



by Patrick Kennedy on Feb 25, 2014 10:59 am • [link](#) • [report](#)

@Charlie:

"The wrong way up NH?"

At the completion of the New Hampshire Avenue Streetscape project this spring, New Hampshire Avenue will revert back to two-way traffic between M Street and Washington Circle. There will be no "wrong way" any more.

by Mike Silverstein on Feb 25, 2014 10:59 am • [link](#) • [report](#)

In a city like DC, radial, horizontal, vertical routes are essentially the way to go. That said I think you can make a strong case for a circular routes or a couple of right angles like this where this is strong demand and no direct route. I've actually played around with mapping this exact route though I took it over and up Rhode Island with a mind toward commuters. I expect this route would get round the clock ridership because of the mix of uses.

by BTA on Feb 25, 2014 11:06 am • [link](#) • [report](#)

Alternatively you could go north from U St. Lord knows there is always ridership up here.

by BTA on Feb 25, 2014 11:09 am • [link](#) • [report](#)

charlie, not sure where your issue is coming from. I've taken the rush hour S1 down 16th st many a day and its always packed with the gills with people that are trying to get to Farragut/Foggy Bottom Ward 1, there is definite demand. On the other side I'm sure a lot of people are looking for better ways to get to the U St corridor from Dupont/Foggy Bottom. Right now I usually walk or cabi between those areas because transfers make it unappealing.

by BTA on Feb 25, 2014 11:13 am • [link](#) • [report](#)

I remember reading study after study saying Metro would run their H1 route all day. This Circulator essentially provides this connection but along U St vs Columbia Road. If Metrobus is going to take forever to make changes than go ahead and let Circulator have this. Circulator seems to be able to add routes much faster than Metro bus.

by Transport. on Feb 25, 2014 11:44 am • [link](#) • [report](#)

This makes an incredible amount of sense, both in terms of improving existing transit connections for residents and making it easier for tourists to get from the mall to some of our great neighborhoods. If DDOT is not already working on such a route, your proposal should get them started on it.

by dno on Feb 25, 2014 11:49 am • [link](#) • [report](#)

There is an end to the "New Hampshire Avenue Streetscape" project? I am sure somebody is going to tear it up again.



And yes, a horrible idea turning NH two way. Thanks.

@BTA; since that is my daily commute I know it well. The point isn't demand. It is understanding what you are trying to accomplish with a transit system.

Layman has it better:

<http://urbanplacesandspaces.blogspot.com/2014/01/semi-reprint-methodology-for.html>

by charlie on Feb 25, 2014 11:49 am • [link](#) • [report](#)

@Transport - maybe because Metro needs to do Title VII reporting about changes, thus lots of research? Does DDOT have to do Title VII reports?

by JDC on Feb 25, 2014 11:52 am • [link](#) • [report](#)

This is clever. Most days I just walk to Dupont from U St but it's a real pain when carrying heavy stuff. I wish you well in trying to get DDOT to listen!

by yup yup on Feb 25, 2014 12:04 pm • [link](#) • [report](#)

The 2011 DC Circulator 10-year plan <http://www.dccirculator.com/Home/About/Circulator10YearPlan.aspx> suggests a Navy Yard/SW/Dupont line via the Mall. I think that would be a better fit as it would serve areas that are not a particularly easy trip via existing bus and metro lines, could divert a lot of auto traffic at the new Wharf development, and would connect existing Circulator lines. I suppose it could go to U street after that, but I don't see a huge advantage, as longer lines would require more buses to get the same frequency of service. I'd rather see those buses used along the 14th Street line to deal with the crowding there, especially during rush hours.

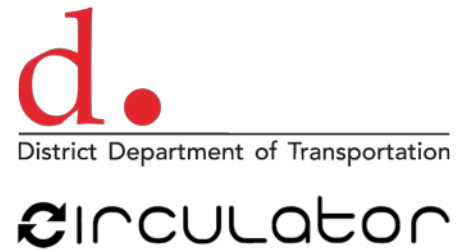
by sbc on Feb 25, 2014 12:09 pm • [link](#) • [report](#)

As a foggy bottom resident, this line would be much welcome. Right now there is no direct transit way to get from foggy bottom to north DuPont/U St.

by Gil on Feb 25, 2014 12:24 pm • [link](#) • [report](#)

*Extending the Rosslyn-Dupont route, on the other hand, raises issues about service reliability and neglects to serve Foggy Bottom and the National Mall.*

If the Abe-Ben idea means scrapping the extension of the Rosslyn-Dupont line to U ST, it's a bad idea. There are a lot more people going from the R-B corridor to U St than from the Mall to U St.



Also, the Ros-Dup line goes pretty close to Wash Circle. There's also another line that goes through the circle. So, it's not like Foggy Bottom is totally neglected.

by Falls Church on Feb 25, 2014 12:28 pm • [link](#) • [report](#)

@Transport, Metro in fact proposed doing mid-day runs of the H1 as part of their last proposed service adjustments package. Our ANC (2A) actually passed a resolution in support of that service enhancement. I'm not sure whether they intend to go forward with it at the end of the fiscal year, however, as I know that they were re-considering some of their proposed changes -- particularly related to the 30s. All things equal, I believe that the Circulator is a better fit for this concept, but I'll take any kind of transit improvement that improves connectivity to the mid-city.

@charlie, they had better not be tearing up New Hampshire again soon, as Mike and I have spent more time than I care to remember dealing with the complications of the present, 18 months-and-counting streetscape.

@JDC, I'm quite confident that DDOT has to follow the same Title VI guidelines as WMATA. The semi-annual Circulator forums related to the master plan are a component of this, I believe.

@sbc, I don't see these routes as mutually exclusive. The route you reference has a lot of utility, but it serves a different route and different demographics. The changes that we are seeking deal with this route versus two others in that master plan: One which entirely duplicates the 31 Metrobus, and a planned extension of the Dupont-Rosslyn Circulator. I'm also not sure that additional buses on 14th Street will solve much of the problems with that corridor: Thomas Circle and the narrowed street in Columbia Heights practically guarantee unreliable service in mixed traffic.

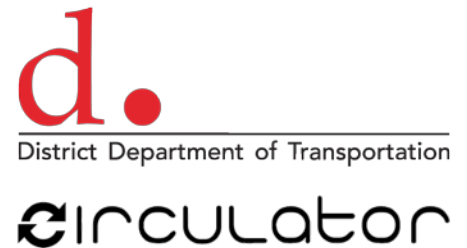
by Patrick Kennedy on Feb 25, 2014 12:38 pm • [link](#) • [report](#)

@Falls Church, the folks coming from the Rosslyn/Ballston corridor can access the same Metro line at Foggy Bottom and likely get to their destination more quickly via this Circulator, due to traffic conditions that the current route encounters via congested streets in Georgetown and the West End. What's more, the westbound version of that route runs along M Street -- which is quite removed from Foggy Bottom.

At most times of the day currently, it takes nearly as long to get from Foggy Bottom to U Street walking as it does via transit. On the other hand, folks traveling all the way from Virginia to U Street currently can get to their destination much more quickly via Metro than they ever could with a route extension.

by Patrick Kennedy on Feb 25, 2014 12:44 pm • [link](#) • [report](#)

I think I might like this better if it continued up 18th to Columbia instead of turning onto U Street -- the heart of Adams Morgan honestly has pretty bad north-south transit connectivity right now because of the 90s buses turning onto U Street at the bottom of the hill and the ungainly discontinuous street grid making it harder to get over to 16th for the S buses (and of course no L2 on 18th anymore).



by iaom on Feb 25, 2014 12:51 pm • [link](#) • [report](#)

Great idea. I think the link between GWU and U st. would be a huge draw for GWU students on the weekend. The service would appeal to tourists during the day, and commuters and students at night.

You might run into an issue with the local ANCs as they reached an agreement with GWU that the food court in GWU's Ivory Tower cant advertise, and it would be the closest stop for tourists to get off for food, thus would draw the crowds the ANC didnt want. The better transit links hopefully would be enough of a sweetener to prevent concerns

@Patrick Kennedy, as someone who lives on U st. and frequently goes to Foggy Bottom, you are absolutely right. Its 30 minutes to walk and 30 minutes to metro.

by psoccer55 on Feb 25, 2014 1:01 pm • [link](#) • [report](#)

@psoccer55, the ANC that I chair in Foggy Bottom unanimously supported this route concept, so we're all good from that perspective. There were many in the neighborhood who wanted to restrict the external accessibility of Ivory Tower's retail offerings when the building opened, however the venues are open to the public now -- and the retail venues are even displayed on the 23rd Street side of the building. Obviously, as an internally-focused food court, you can say that the space isn't exactly well-designed to attract tourists and outsiders who don't know that the food court exists, but the signs on 23rd are at least something of an indication.

by Patrick Kennedy on Feb 25, 2014 1:10 pm • [link](#) • [report](#)

18th could probably use more transit but it might be a bit redundant with the 42 and the S buses both of which are pretty frequent.

by BTA on Feb 25, 2014 1:14 pm • [link](#) • [report](#)

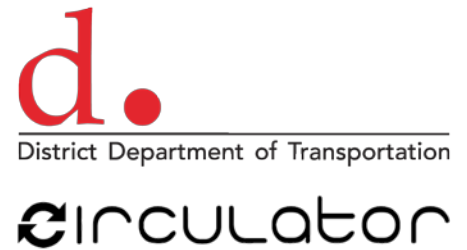
For some reason people seem to think it's hard to get from 18th to Dupont; in reality the 42 is a 5 minute walk from the north parts of 18th, and the south parts are close enough to just walk. It would be that much more convenient if there were a bus along 18th, but there just isn't enough demand to support it given the other great bus routes (42/43, S's) that are so close.

by MLD on Feb 25, 2014 1:24 pm • [link](#) • [report](#)

I have some concern about mentions of duplicating 31 service. I would like to see the 31 replaced with a Circulator that ran every 10 minutes from Foggy Bottom to Tenleytown. I have kids in strollers so the Circulator works much better than a MetroBus. The current Circulator route that goes up Wisconsin does not go far enough (the proposal up to Cleveland Park on Wisc would be nice) and is not reliable enough sometimes because it comes from way over at Union Station. The 30s service is not as reliable as it could be because of the long routes (32/36) and the 31 is not frequent enough to fix that. The MetroBus 30s study that I think is currently going on could help.

by GP Steve on Feb 25, 2014 1:28 pm • [link](#) • [report](#)

charlie -- thanks for the cite. I hear that DDOT is looking at creating service metrics or at least, starting the discussion.



wrt "this proposal", tourists for the most part don't give a f\* about the neighborhoods, despite all the work of people like CulturalTourismDC and proponents like me.

The issue of tourists getting to the neighborhoods isn't about adding Circulator service, as the Navy Yard Circulator illustrates.

Tourists will get to neighborhoods if we market neighborhoods and most important if they feel that there is stuff to see and do (e.g., see Capital Assets by Kathy Smith). For the most parts, our neighborhood commercial districts aren't all that great for tourists from a retail standpoint. So it's the nightlife time only that potentially is marketable. Then it's Georgetown vs. the other potential areas (Adams Morgan, Dupont Circle, H St., 14th&U). It might be ok for now to let tourists be intrepid.

But to create a transit line "to get tourists to U Street" is to court failure.

The biggest problem with "marketing" to tourists is that you have to do it every day, because they turn over every day. It's a market "development" matter of major proportion.

If such a line is to be successful, not the Mall one but the section to U Street there has to be a lot of demand between the two end points.

In e-talking with someone who sent the Hatchet article to me when it was first published, I said why not take the Metro to Woodley Park and then take the Circulator from there. I mention this only because the likelihood of a lot of demand between Foggy Bottom and "U Street" is minimal.

Of course, it can be tested to prove whether or not it would be successful. None of these kinds of services seem to do all that well in DC (Adams Morgan Link, H Street shuttle) or the suburbs (Falls Church).

But hell, if it were to get a lot of ridership, go for it. I don't see how it would though. The problem is for Foggy Bottom area people to get to U Street. But the in-between areas have a lot of options. And U Street isn't a huge destination anyway.

Especially when people in Foggy Bottom can take the blue-orange line or walk to Farragut West and take a Circulator that gets to U Street.

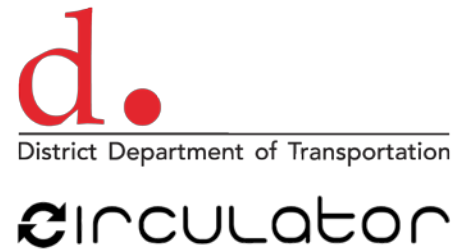
by [Richard L. Layman](#) on Feb 25, 2014 1:49 pm • [link](#) • [report](#)

if you're into tourist oriented transit, read:

[http://ntl.bts.gov/lib/44000/44300/44348/Report\\_on\\_urban\\_visitor\\_transportation\\_services.pdf](http://ntl.bts.gov/lib/44000/44300/44348/Report_on_urban_visitor_transportation_services.pdf)

It's a lot better than speculation without grounding in knowledge.





My piece about Mall transportation and visitor services covers a lot of the issues also:

<http://urbanplacesandspaces.blogspot.com/2013/04/parking-under-national-mall-should-be.html>

by [Richard L. Layman](#) on Feb 25, 2014 1:51 pm • [link](#) • [report](#)

richard layman

Quibble - George, the local bus that failed in Falls Church, was terribly routed, with lots of stops and circuitous routings to specific apt buildings. I recall hearing it was faster to walk.

Meanwhile DASH bus in Alexandria is quite successful, IIUC.

Anecdotes are not data, but I've had people from out of town who do like the neighborhoods. These are not once in a lifetime tourists from far away, but families of young people living in DC, people from Baltimore, etc, who come often enough to want to get beyond the standard tourist sites. Of course often these folks come with their cars as they live within a few hours drive of DC. Probably not really a market for circulator buses from them.

by [AWalkerInTheCity](#) on Feb 25, 2014 1:56 pm • [link](#) • [report](#)

@Richard, well, I was really looking for your piece on intra-neighborhood and levels of transit.

I'll differ with you in that there is some demand from U st to Foggy Bottom -- namely me. And a few others.

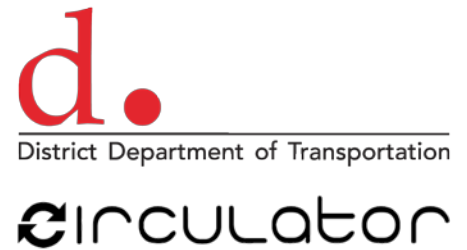
But this is just another case of people pushing for "more transit" options without thinking for why it would work.

What works for circulator is the level of service, which would not last long here with two traffic circles to deal with.

by [charlie](#) on Feb 25, 2014 2:17 pm • [link](#) • [report](#)

AWITC -- DASH is the Alexandria bus service and has more than just tourist routes, doesn't it?. I haven't ridden it I don't think or only a couple times, but I don't think it's the same kind of service.

and wrt what are called "cultural heritage tourists" I am exactly that kind of tourist, so I know how that kind of tourism works. We stay in vrbo.com places or bed & breakfasts almost exclusively (with an occasional splurge at a boutique hotel), so it is like you are living in a neighborhood, not visiting.



Plus you will not find a bigger consumer of "visitor centers" and locally-produced publications than me. I check them out in almost every place I go, so I tend to get a pretty ground level exposure to a place (although I am sure I miss plenty).

It might be that I just have resident fatigue and it's hard for me to see the uniqueness in our commercial districts. But most of them can't compare to say Chestnut Hill in Philadelphia. Even the little shopping district in Mount Airy Philadelphia is more unique than most districts here (see <http://urbanplacesandspaces.blogspot.com/2013/12/food-co-ops-as-potential-anchors-of.html>).

The smaller districts in DC don't compare to Frederick or Hampden in Baltimore or Carytown in Richmond.

It is getting better though, no question. But if I had to choose between Alexandria or Georgetown vs. any other local district for shopping at a tourist, I'd be hard pressed.

by [Richard L. Layman](#) on Feb 25, 2014 2:21 pm • [link](#) • [report](#)

@Charlie I agree with you that it feels like more transit when we really need better transit (bus priority, frequent shorter corridor service, etc).

by GP Steve on Feb 25, 2014 2:21 pm • [link](#) • [report](#)

charlie -- I think there is demand too. Like you I don't think there is demand for 6 buses/hour.

And the best routing in terms of speed -- Florida Ave. (which is the way I bike to that area and Georgetown) -- is not the best route in terms of generating ridership.

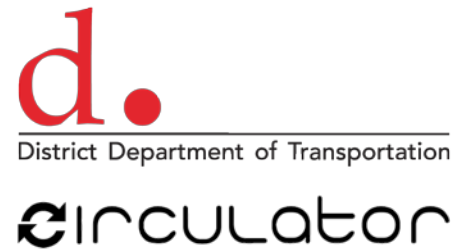
It's actually a pretty short walk for Dupont Circle area residents to get to U Street... or a ride on the S bus?

by [Richard L. Layman](#) on Feb 25, 2014 2:58 pm • [link](#) • [report](#)

"AWITC -- DASH is the Alexandria bus service and has more than just tourist routes, doesn't it?. I haven't ridden it I don't think or only a couple times, but I don't think it's the same kind of service. "

Yes, DASH is mostly non-tourist routes - but like DC circ, its non-WMATA provided, short routes, smaller buses, etc. DC Circ is in fact the only non-WMATA bus service DC has - it can serve for local routes in lieu of WMATA - does it have to be tourist focused only?

DASH runs one tourist focused route, a free "trolley" style bus from the King Street Metro to the waterfront - its important because of Old Towns geography, where the key attractions on the waterfront are far from the nearest metro station. There is enough critical mass of commerce along King Street that subsidizing it seems to be worthwhile for City of Alex.



by AWalkerInTheCity on Feb 25, 2014 3:05 pm • [link](#) • [report](#)

Richard, I'd argue a bit if only because a lot of DC tourists are based in the Dupont area so I could see a bus that goes to the Mall or U st being useful for them. I've definitely seen a number of people get on the 42 bus on a Saturday or Sunday morning and start asking the bus driver for directions (probably because they were told the bus was more direct to the White House than metro) and I almost feel like Metro knows to run the patient drivers during those times. I suspect there is a small, steady stream of demand from GWU and I know commuters would take it. So yeah I don't think calling it a tourist bus is really correct but I don't think it would fail on that note either.

by BTA on Feb 25, 2014 3:13 pm • [link](#) • [report](#)

Also again with all due respect I'd suggest DC has a lot of younger tourists in the 20-30 range that do want to go both to the Mall and to U st. Maybe I'm biased because they are the type of strangers my friends and I are likely to engage in conversation but either way I run into plenty of them.

by BTA on Feb 25, 2014 3:28 pm • [link](#) • [report](#)

The other reason I brought up DASH is that George was similar to it, in that it was a local jurisdiction run service to connect to metro. AFAIK George was never tourist focused.

by AWalkerInTheCity on Feb 25, 2014 3:34 pm • [link](#) • [report](#)

... When I am a tourist elsewhere I use transit. It's why I get insights into how to run transit better here for the tourist segment.

Comparatively cheap tourist transit passes are a start (e.g. a week's SF MUNI transit pass is \$29 and it includes the cable cars or it can be rolled into a multi-attraction pass). Info that tells people how to get places via transit really helps. Neighborhood-commercial district specific brochures really help. The Montreal visitor guidebook is organized by neighborhood, which is really good.

I argue for transit wayfinding info at main transit stations in the core. The announcements on the system run by Colonial Williamsburg call out specific tourist destinations--which ours do not.

WMATA does have a tourist brochure, as do many other systems.

- <http://urbanplacesandspaces.blogspot.com/2012/08/transit-riding-as-customer-service.html>

I know that tourists use buses. The problem with this proposed service is time shifting. U street is likely to draw some ridership, not a lot, but some, of tourists AT NIGHT. While the Mall service will draw ridership mostly DURING THE DAY. Running the full route during the day will be empty on the U Street run (like the Navy Yard Circulator...). Plus running to U Street and back will slow the service down considerably requiring more buses to maintain headways.

FWIW, another tourist oriented bus service I came across recently is in Gettysburg. The problem is that I think it is inadequately marketed, especially because most of the tourists going there are likely unfamiliar with buses/transit. But it covers much of the



area to the point where you wouldn't really have to have a car to get around to many of the sites and you can get around the town as well.

The signage needed to be way better, more like Annapolis.

<http://www.flickr.com/photos/rllayman/151543125/>

by [Richard L. Layman](#) on Feb 25, 2014 3:47 pm • [link](#) • [report](#)

Perhaps this shown route so be extended to say Federal Triangle from the Lincoln Memorial.

Current the area between 15th Street & the Potomac River bound by Pennsylvania Ave & Constitution Ave has horrible transit service; only one bus runs in the area constantly the 80 Metrobus. That way you would serve under-served areas with transit more than just to the Mall.

by kk on Feb 25, 2014 5:04 pm • [link](#) • [report](#)

There used to be a 46 busline which more or less followed this route (it went to Mt P instead of U, basically it followed the 42 route and then went down NH). It was killed off in the early 90s, then seems to have been brought back at some point as part of the H1. The old 46 carried very few passengers during off peak hours--I know because I used it for the GWU libraries. The H1 seems very successful in this segment and it would be interesting to see how off-peak service goes now, although with Trader Joe's coming to 14th Street, a big reason for riding this bus will go away.

by Rich on Feb 25, 2014 5:13 pm • [link](#) • [report](#)

Patrick

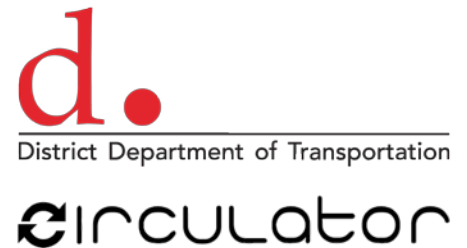
*folks traveling all the way from Virginia to U Street currently can get to their destination much more quickly via Metro than they ever could with a route extension.*

This is true and an advantage of your idea for anyone connecting to the circulator from the orange line. However, leaving VA aside, the loser in cancelling the Ros-Dup extension to U St is Georgetown. They lose bus access to U and unlike Foggy Bottom don't have a metro option. Furthermore, there's likely more demand (and no metro alternative) for U to Gtown and Dup to Gtown trips than from those originations to FBottom.

by Falls Church on Feb 25, 2014 6:03 pm • [link](#) • [report](#)

That's a very valid point Falls Church which may even sway my opinion now that I think about it.

by BTA on Feb 25, 2014 6:08 pm • [link](#) • [report](#)



Besides the State Department, I don't see any big ridership generators south of GW. Extending the Rosslyn-Georgetown-Dupont route up NH, once construction is done, has already been vetted, costed, and makes a lot of sense.

The bigger question is: why haven't 11 of the 12 route ideas identified in the now three-year-old Circulator TDP happened?\* DDOT has done these open houses touting the same ideas over and over, with "these are for the future." I get that things like streetcar plans are complicated, but these are bus routes. The TDP identifies six "near-term" implementations by FY2015, including the Dupont-U Street extension, the Navy Yard-NoMa extension, the Mall routes, and the Dupont-Southwest-Southeast route.

So... besides the Mall routes, what's the status on these?

\* The one exception is Barracks Row-Skyland, which brought Circulator to all quadrants.

by [Payton Chung](#) on Feb 25, 2014 10:02 pm • [link](#) • [report](#)

@Falls Church, the point is fair. I certainly don't want to advocate against more service in an area where more -- not less -- is needed to satisfy demand. With that route, I think the question is whether traffic conditions in Georgetown and the West End would preclude it from being reliable as one segment, or whether it would need to be split.

Perhaps the answer is to run the route up 18th Street through Adams Morgan, as another commenter suggested. I think the important element of this proposal is connecting the Mall (during periods when service could be supported that far south), Foggy Bottom, and Dupont. From there, I'm less wedded to a particular path into the mid-city.

by Patrick Kennedy on Feb 25, 2014 11:11 pm • [link](#) • [report](#)

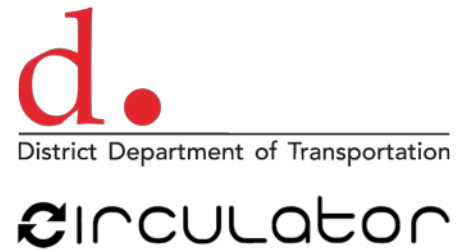
If WMATA wants to do this, fine. But I don't see why the NPS should pay for this. This route minimally serves NPS visitors. Those tourists inclined to use a Mall Circulator are unlikely to use a bus to DuPont and U Street, but will take it to the Metro instead. Or just walk to DuPont which I have done as a tourist.

Not to say this route wouldn't get some use by a few tourists. But as I read this I understand you are expecting the financially stressed NPS to help DC fill a perceived gap in local bus service by extending the gap fill to the Lincoln Memorial. Again, if WMATA pays for this I think it's a great idea. But supplying transit needs to the local residents of any community should not be a responsibility of the NPS.

by Steve K on Feb 26, 2014 2:45 am • [link](#) • [report](#)

This is a great idea. The H1 bus only travels in the morning and late afternoon for commuting and the L1 is not very frequent. There is not great bus service which travels the whole length from the mall to upper NW. It is very hard for tourists and residents to get across the city in this manner. You must take multiple buses.

by Eddie Whitehurst on Feb 26, 2014 7:17 am • [link](#) • [report](#)



Steve, the Circulator would not be WMATA's funding responsibility. If we can tap into the new pot of parking meter revenues, should there be a surplus, that are intended to fund the currently proposed Circulator run along the Mall -- great. I think if we're linking up NPS properties, like the Mall and the African-American Civil War Memorial, the feasibility of using this pot of money is greater.

We recognize, however, that D.C. will have to be the primary funding entity in any case for this project. It's still important to leverage opportunities like this to give tourists an easy, visible path off of the Mall to destinations in D.C. that can satisfy retail needs that are not met on the Mall.

by Patrick Kennedy on Feb 26, 2014 8:13 am • [link](#) • [report](#)

The Abe-Ben route seems like a good idea. As this piece points out, it fixes one big problem immediately. For people visiting the Lincoln Memorial, you pretty much have to hike from the Foggy Bottom Metro by foot. And since the Lincoln Memorial is a big tourist point, it would not surprise if this new Circulator route encourages more tourists to explore other areas of the city. The Abe-Ben route also links up well with the existing Woodley-14th Circulator route.

by kob on Feb 26, 2014 9:25 am • [link](#) • [report](#)

Service for tourists is fine, but what we who live around U Street need is a useful connection to the west. The DDOT proposed extension of the Rosslyn - Dupont route fills the bill nicely. A one-seat ride from the U Street corridor to Georgetown and Rosslyn.

by Dan Gamber on Feb 26, 2014 9:45 am • [link](#) • [report](#)

The Circulator routes are a mix of tourist only and mass transit. This seems to be more about tourism and serving as a shuttle for GWU kids to get to U street.

What DC desperately needs is REGULAR and SWIFT cross city transit north of K street. The McPherson/Woodley Park route should extend up to Mass/Wisconsin.

by andy2 on Feb 26, 2014 9:51 am • [link](#) • [report](#)

Or maybe just plan to extend the existing NPS circulator to Arlington Cemetery that way you can make it more accessible for people on the Virginia side and commuters from Nova might actually use it as well.

by BTA on Feb 26, 2014 10:07 am • [link](#) • [report](#)

Question: if all existing bus routes ran at all hours - but with no more than a 6-8 minute wait for each bus (and even shorter at rush hour, obviously) - would this be needed? The connections seem to me to exist already; what's preventing them from being useful is how disgraceful our headways are, and thus how much of an inconvenience it is to have to transfer from one line to another.

by LowHeadways on Feb 26, 2014 10:17 am • [link](#) • [report](#)



Extending the Rosslyn - Dupont metro to U Street via NH ave makes a lot more sense. To repeat the comments of others, the only big ridership sources south of Foggy Bottom are the State Department (already served by the S1 bus) and the Lincoln Memorial. Yes the Memorial is isolated from much transit but tourists are typically headed east along the rest of the mall or make the relatively short walk from Foggy Bottom. It is doubtful that simply making a bus extend from neighborhoods to memorials will inspire tourists to visit the neighborhoods... The benefits of this route vs. extending the existing Rosslyn - Dupont are very doubtful. Extending Rosslyn - Dupont would allow a one seat ride between U Street and Dupont & Georgetown (something that is sorely missing) while avoiding adding a completely new route (i.e. departing from the Circulator's benefit as a simple to navigate system) and maximizing the ridership along the route.

by Matt on Feb 26, 2014 10:36 am • [link](#) • [report](#)

Patrick, You fail to address why the Mall meters should help fund what is mostly a local bus service. The Mall Circulator should connect the Lincoln Memorial along with the other sites tourists might want to visit (Vietnam, Korea, FDR, MLK, and Jefferson Memorials). The Lincoln Memorial is just most distant popular site accessible from the Metro, not the only one. From a tourist perspective, a Mall Circulator would connect these sites, the Smithsonian Metro stop, the Smithsonian Museums, the Washington Monument, White House, Capitol, and possibly Union Station. As mentioned above, it could also run to Arlington with stops at the Iwo Jima Monument, Kennedy grave, Tomb of the Unknown Soldiers, and the Cemetery Metro station.

The African-American Civil War Museum is already served adequately by the Metro, as it's between two fairly close Metro stops. What you want is the NPS to help pay for you and your friends to get from GWU (I hadn't noticed before that you are a GWU student) up to DuPont and Adams Morgan. Your route ends are nothing more than a subterfuge. You care little about tourists visiting the Mall by only having one stop in it. At least be honest about your intentions.

by Steve K on Feb 26, 2014 10:46 am • [link](#) • [report](#)

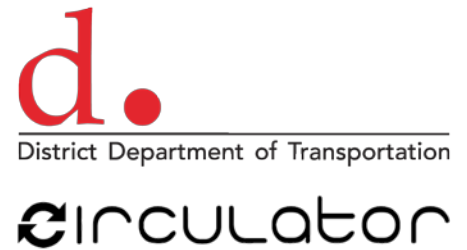
Falls Church and others -- The G2 goes from the GU campus to the Howard campus area down P St. It's a 4 block walk to U St. from 14th and P. GU students don't really have a problem getting to U St. if they take the bus... (I haven't ridden that bus in many years, so I don't know what's up with its current state.)

Matt -- I agree that extending the Rosslyn-Dup. Circle line makes more sense, although I don't see much in the way of demand as discussed previously except,

I don't know the H1 bus, but interestingly, I was thinking that the U St. service if offered should be more focused on night and weekend service and not M-Th during the day.

Payton -- the TDP has lots of routes proposed, to assuage neighborhood clamoring. Few of the routes justify creation on a ridership basis. Most of the current routes don't justify the level of service given the minimal ridership.

My understanding is that DDOT is suggesting to City Council that objective service and ridership metrics be used to make decisions on such services.



That being said, transit network breadth and depth preferences may mean that certain services should be provided regardless of not meeting preferred levels of ridership to meet the desired service profile/footprint.

Circulator and NPS -- it would be easily possible for NPS to subsidize this line for the Mall serving section only. It's not an issue. They are concerned about intra-Mall mobility justifiably. But it's easy enough to separate out funding.

In my comments to NCPC on the visitor element I made the point that during WW2, bus service was provided in East Potomac Park on weekends. Now, service is available only during the Cherry Blossom Festival. And no good bus service is available to the western section, which really disserves tourists, especially older tourists going to the Vietnam Memorial, WW2 Memorial, Lincoln Memorial, etc.

AND TO BE TRULY A TOURIST-CENTRIC LINE, service to Arlington Cemetery should also be provided by a National Mall Circulator, even though it would involve crossing the border. Since NPS would be paying for it, it's not a jurisdictional subsidy issue.

by [Richard L. Layman](#) on Feb 26, 2014 11:29 am • [link](#) • [report](#)

Here's my own route I'd put together a couple years ago, intended to avoid Dupont Circle itself and to tie into the existing Dupont-Rosslyn service. All turns appear to be feasible for Circulator buses.

<https://mapsengine.google.com/map/edit?mid=zzj3WVdoABzY.kOUbcAc8rKkU>

by [Bossi](#) on Feb 26, 2014 11:46 am • [link](#) • [report](#)

@LowHeadways: In theory, reducing the headways to the point where the connections can be made and travel time shortened makes sense. The two problems that you'd still face, given the target demographics for a Circulator run, are

1) The perceived complexity of Metrobus is intimidating to a lot of people, and introducing transfers into the mix only heightens that -- particularly for folks that aren't regular transit users (E.G., tourists) and wouldn't have SmarTrips, therefore either resulting in a need to pay twice, fumble around with cash, or scramble to find some place that sells SmarTrips.

2) The introduction of a transfer doubles the possibility of the transit user encountering unreliable service -- either due to disruption or congestion. Unless the route schedule is headway-based and managed by a line supervisor, routes that run for a good distance through the CBD area are susceptible to bunching, inconsistent spacing, and other things that choice users find frustrating about transit.

by [Patrick Kennedy](#) on Feb 26, 2014 2:35 pm • [link](#) • [report](#)

"The African-American Civil War Museum is already served adequately by the Metro, as it's between two fairly close Metro stops. What you want is the NPS to help pay for you and your friends to get from GWU (I hadn't noticed before that you are a GWU





student) up to DuPont and Adams Morgan. Your route ends are nothing more than a subterfuge. You care little about tourists visiting the Mall by only having one stop in it. At least be honest about your intentions."

@Steve K: You're really through the looking glass here, aren't you? I fooled two whole ANCs, numerous other neighborhood activists, senior citizen constituents, and a bunch of commuters into thinking that my ploy to provide a cheap party bus for my fraternity brothers would benefit them, but I couldn't sneak this one by you!

In the meantime, I'll agree to disagree with you about the utility for tourists of having a direct connection between the most visited parts of the Mall, the closest Metro station, and the most vibrant neighborhoods in the District -- in addition to the other benefits that I believe this route carries for residents (including evil GW students) and workers (including the numerous federal employees that work in the vicinity of the Mall).

Have a great day!

by Patrick Kennedy on Feb 26, 2014 2:49 pm • [link](#) • [report](#)

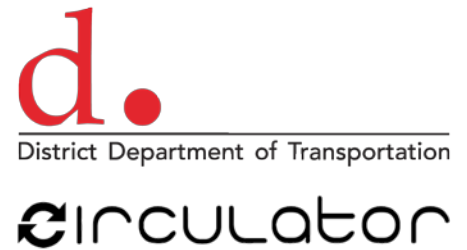
@Richard, your posts raise interesting possibilities. Though the southern segment of this line (below Foggy Bottom) probably couldn't be justified based on ridership numbers outside of certain periods of the day, there could be periods of time -- particularly in the summer -- where it might make sense to extend the line down past the MLK/FDR Memorials to the Jefferson Memorial and back.

In discussing this with DDOT reps last night at the Circulator forum, we talked through a number of possibilities. One official suggested that this route might make an optimal pilot for longer headways (maybe 15 minutes), rather than the current standard of 10. I think that's reasonable. Without the headways getting too out of whack, I'd just say in general that the branding and route are more important than a specific low headway to achieve the objectives of the proposal.

by Patrick Kennedy on Feb 26, 2014 2:55 pm • [link](#) • [report](#)

I totally support the idea and need for creating better transportation options that meet the needs of both residents, workers and tourists. Having lived, walked, biked, commuted (rail, buses and taxis), shopped and worked in and around the Dupont Circle, U St, Adams Morgan, Columbia Heights, Shaw, Woodley Park, Georgetown, Foggy Bottom, Penn Quarter, Chinatown and Union Station areas, I've experienced both the ease and challenges of connecting to different neighborhoods. Unlike NYC where most of the streets have a straight east to west or north to south directions with key intersections for transit (transfers and connections), the layout of DC's streets and the existing transit system, require a bit more creativity. Connecting workers and tourists to various neighborhoods during both the day and nights is very important especially for local businesses. It's too bad that the proposal to build a hotel at 13th and U St NW was not approved -- even more reason to develop and employ great branding and marketing plan for DC neighborhoods, particularly the ones that are at the center of this discussion. DC (the District) is becoming more of a place to live than work, the 14th St Corridor is the most densely populated part of DC and that trend is going to continue with the opening and continued development of large-scale residential properties such as Louis At 14th and even those further east on U St. It's also not about bringing folks into these areas but also allowing them to move around to other neighborhoods as everyone stands to benefit.

by USt-14thStResident on Feb 28, 2014 7:48 am • [link](#) • [report](#)



<http://greatergreaterwashington.org/post/21880/after-a-decade-in-service-where-could-the-circulator-go-next/>  
**After a decade in service, where could the Circulator go next?**

by [Malcolm Kenton](#) • March 4, 2014

As the DC Circulator celebrates its tenth anniversary, planners are weighing options for the system's continued growth. Tuesday evening, they held a public forum at Eastern Market to talk about ways to expand the Circulator and unveiled a new bus paint scheme.



Model Circulator wearing the new "comet" paint scheme parked at Eastern Market. Photo by the author.

Having expanded from two routes to five, the Circulator's core function remains to offer a frequent, reliable, inexpensive link between DC's activity centers and its neighborhoods. Planners are considering 7 possible new routes, which were on display at the forum.

District Department of Transportation officials say the one with the greatest support is a connection between Dupont Circle and U Street, followed by a Dupont Circle-Foggy Bottom link. The proposed "Abe's to Ben's" Circulator between the Mall and U Street could serve both links. The input planners receive will inform the expansion priorities they will recommend this summer.



Image by DDOT.

I see one of Circulator's roles as to fill gaps in the Metrobus network that serve to better connect DC neighborhoods. I, too, cast my top vote for a Dupont-U Street connection, preferably starting by extending the Rosslyn-Georgetown-Dupont route up 18th Street NW and across U Street to Howard University.

My second vote is for an extension of one of the routes currently ending at Union Station north into NoMa, perhaps one way on First Street NE and the other on North Capitol Street. Buses already create congestion near Union Station by using Massachusetts Avenue, E Street, and North Capitol Street as a turnaround. Having a Circulator turn around in NoMa instead helps to alleviate this, while providing bus connectivity to the heart of a rapidly developing area.

It is interesting that DDOT proposes retaking the Convention Center to Southwest route from WMATA, which incorporated it into the Metrobus network in 2011 as Route 74. A DDOT representative explained that, as part of the 70s series, the 74 is considered a "regional" rather than a "local" route, and thus it is cheaper for the District to subsidize as Maryland and Virginia also contribute to it through WMATA's funding formulas.

At the forum, DDOT also debuted a Circulator bus wearing a new exterior paint scheme. Instead of two arcs representing the route map with the names of destinations, the new design has two swooshes that a DDOT representative described as "comets."

On display inside the bus were preliminary drawings by renowned transit vehicle designer Cesar Vergara of an interior for the next generation of Circulator buses. This would make Circulators' interiors more closely resemble those of the newest members of the Metrobus fleet, products of New Flyer.



Preliminary rendering of a proposed interior for new Circulator fleet. Image from Vergara Studio.

DDOT presented a map of the planned National Mall Circulator, which will connect Union Station with the Lincoln Memorial via Madison and Jefferson drives and around the Tidal Basin next spring. The agency sought input on what to include at the stops along this route, like area maps, and lists of nearby attractions, and where one or two-day passes and SmarTrip cards should be sold.

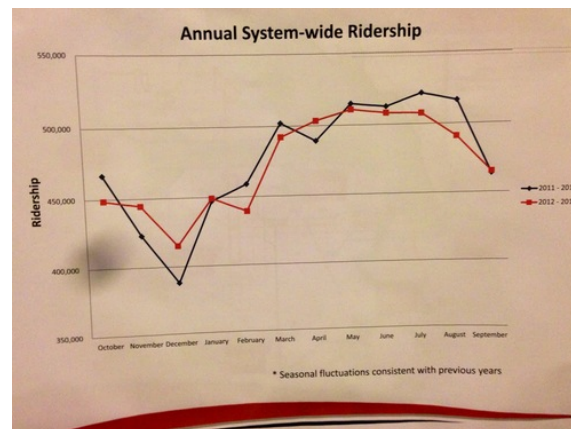


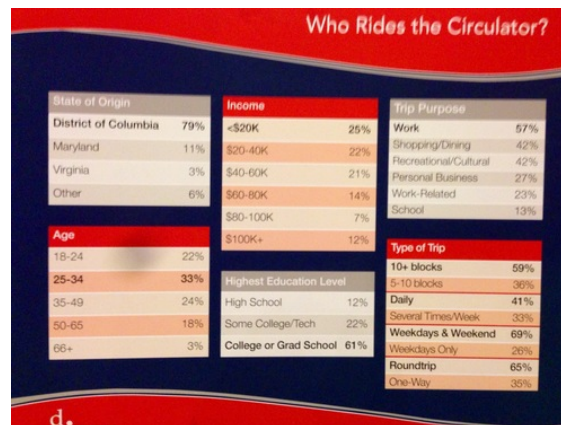
Chart by DDOT.



Circulator's ridership numbers have declined slightly over the past two years compared to the previous two. David Miller, a transportation planner with DDOT contractor Foursquare Integrated Transportation Planning, speculated on the reasons for the dip and offered these hypotheses:

- Metrobus's service quality has improved, siphoning off former Circulator riders who once perceived Metrobus as a less attractive service.
- DC residents, particularly young adults, are gravitating towards more flexible car and bike sharing systems, aided by better bicycling infrastructure, for short trips to see friends or go shopping for which they previously used Circulator.
- Circulator buses are starting to get old. The fleet is 10-14 years old and is just now starting to undergo repainting and reupholstery.

So far, surveys of Circulator riders have only covered demographic information, trip purpose and trip type. They have not asked riders to describe why they chose Circulator over other modes, or why they've chosen other modes over Circulator for other trips.



Results of the last Circulator survey. Image by DDOT.

Despite Circulator's branding as a service that connects shopping, dining, and entertainment destinations, a solid majority of riders use it to get to and from work. The average rider is a young adult with at least a college education making less than \$40,000 per year. Most riders use Circulator on all days of the week, with pluralities using it daily, and take it round trip.

DDOT will release a final update of the Transportation Development Plan Summary Report this summer, and will hold another semi-annual forum this fall. Beyond that, aside from the spring 2015 implementation of the National Mall



Circulator, there is no timeline for implementing any expansions of the system. Once DDOT comes out with its recommendations based on public input, it will be up to DC citizens to convince the Mayor and Council to fund them.

21 comments

: [buses](#), [Circulator](#), [DC](#), [DDOT](#), [planning](#), [transit](#)

Malcolm Kenton lives in the DC neighborhood of Bloomingdale. Hailing from Greensboro, NC and a graduate of Guilford College, he is a passionate advocate for world-class passenger rail and other forms of sustainable transportation, and for incorporating nature and low-impact design into the urban fabric. The views he expresses on GGW are his own.

Paint job is 'ok'. I'm fine with the existing one. I'm not at all crazy about that interior. Ugh.

by JDC on Mar 4, 2014 10:37 am • [link](#) • [report](#)

Circulator:Metrobus::Suburbs:Cities::Charters:DCPS

The effect is to cream off choice user and distract attention from improving the legacy system, leaving the vast majority of users worse off.

Long term vision should be that once a route has been shown viable by Circulator, it should be rolled into the Metrobus system for better interoperability with the rest of the network, and Circulator should experiment somewhere else (U/Dupont, someone mentioned NY Ave recently, etc.)

by xmal on Mar 4, 2014 10:40 am • [link](#) • [report](#)

Circulators should be used, as they have been, to determine popular routes, then be replaced over time by streetcars once those routes are established.

by caryoreilly on Mar 4, 2014 10:47 am • [link](#) • [report](#)

The Dupont Circle - Foggy Bottom route is already served by the rush-hour-only H1 bus, which received additional trips recently. I have maintained that the H1 should be a full-time route, at least the portion from Mt. Pleasant/Columbia Heights to Potomac Park (i.e. the portion that isn't mirrored by the H2/3/4).

by DCDuck on Mar 4, 2014 10:59 am • [link](#) • [report](#)

xmal, problem with rolling into metrobus is higher fares + less frequency.

by JJJJ on Mar 4, 2014 11:10 am • [link](#) • [report](#)



I think Foggy Bottom (Blue/Orange), Dupont Circle (Red), Columbia Heights (Green/Yellow) to Georgia Ave-Petworth (also Green/Yellow) would make an excellent circulator route.

It would connect all the lines many of the nightlife districts in one direct route, and act as a good feeder service to Metro along many of DC's highest density neighborhoods.

I think the paint scheme needs to be updated. It looks too much like a system map that it is likely misleading to many who think you can get from K St to Adams Morgan with a one-seat ride.

by recyclist on Mar 4, 2014 11:24 am • [link](#) • [report](#)

Circulator is free in Baltimore. Great way to entice riders who otherwise would drive short distances. But here they're talking about raising the Circulator fare?

by Tom Coumaris on Mar 4, 2014 11:24 am • [link](#) • [report](#)

The problem with the exterior paint isn't the "design" but that it is highly confusing to have ALL circulator buses painted with destinations from one line.

But I actually thought it was a wrap job, not paint.

The vast majority of people on the DuPont-Foggy Bottom use it for either Georgetown or Rosslyn -- i.e. not the H1 bus.

My own circulator use has dropped a lot. Moving was part of it. Bad service (the 10 minute headways are joke) is also part of it. Bikeshare is also a part. The buses could be cleaned better. Also Circulator buses seem to have their readers out of service more often than Metrobus.

by charlie on Mar 4, 2014 11:27 am • [link](#) • [report](#)

Whenever I read about longterm planning of circulator and streetcar routes I end up feeling disappointed. It seems like there is no movement towards expanding public transportation options in upper northwest. I wish Military Road would be eyed for some kind of transportation improvement so that those of us in Chevy Chase could abandon our cars for weekend outings. I would love to see a circulator or streetcar that connected friendship heights to H Street via GA Ave or Columbia heights.

by Jay on Mar 4, 2014 12:32 pm • [link](#) • [report](#)

If they'd operate the Circulator after 9 p.m. from Georgetown to Union Station, I'd use it more often. I've curbed trips to G'town because of that arbitrary elimination.

by lou on Mar 4, 2014 12:33 pm • [link](#) • [report](#)

<http://circulatordashboard.dc.gov/cirdashboard/#Home> is a useful tool

by BTA on Mar 4, 2014 12:35 pm • [link](#) • [report](#)

@Jay - I agree with you. The problem is that Upper Northwest seems to be in no rush to ask for additional transit service. Any new routes would be fought tooth and nail.



by [DCDuck](#) on Mar 4, 2014 1:13 pm • [link](#) • [report](#)

I'm concerned about the Circulator's focus expansion as opposed to improvement. It feels like a new paint job without fixing the issues. I take the Circulator sometimes from south Glover Park to around 14th and K. There are fundamental issues that really should be addressed before they have a strong focus on expansion:

- \* Bus equipment is unreliable. Non-working A/C and doors that don't open/close correctly or are REALLY slow to do such.
- \* Slow service from the slow doors, lack of traffic and signal priority (seem to get stuck at almost every light especially at Wisconsin and M going north), slow drivers (compared to MetroBus drivers in my experience), slow boarding (perhaps add rear door access for Smartrip users)
- \* Overcrowding or bunching. It seems the the frequency and low price often encourage more use of the service than the current approach can support. This results in even slower service as the dwell time increases. Perhaps some of the routes are too long to have reliability with the current DC traffic. Would shorter routes be better?

by GP Steve on Mar 4, 2014 2:33 pm • [link](#) • [report](#)

I agree with traffic signal priority but that's an issue on all bus routes in the area unfortunately.

by BTA on Mar 4, 2014 3:26 pm • [link](#) • [report](#)

@BTA Agreed. I guess I have the impression that Circulator should be priority, DC corridor service but that's not correct. Therefore I expected some of these routes to service as high quality transit to eventually be replaced by streetcars in some cases, but the quality in terms of speed and reliability has not been there.

by GP Steve on Mar 4, 2014 3:31 pm • [link](#) • [report](#)

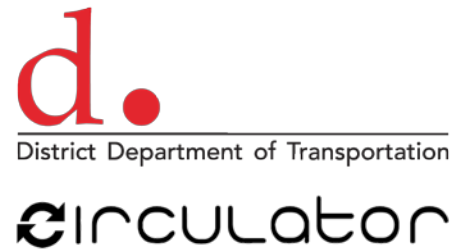
The Circulator should expand throughout the city to cover most of the city not just areas with bars, clubs, shopping. NE Washington outside of Union Station & Capitol Hill, Upper NW, East of the River should all get Circulator Service. All Circulators should run from 7am-12am or 7am-2am period, not some and certainly not portions of some routes. Not 6am-7pm, 7am-9pm, 7am-12am, 7am-2am, 7am-3am on different routes or different hours at different times of the year.

To be bold I would say 5-10 % of DC Metrobus routes should be converted to Circulators every year.

The Potomac Ave-Skyland, Union Station-Franklin Sq, Union Station- Navy Yard should all be extended to service the same times the other Circulators do. Unless there can be a reason shown that is not lack of buses as the reason for doing so. If Metrobuses in the areas that DC Circulator has routes that terminate early can run to 10pm , 11pm, 12am or 1am why can the DC Circulators not also ?

The every 10 minutes is a damn joke I have waited at the terminals for all lines at different times of the day and they hardly ever come every 10 minutes; especially for the Union Station-Georgetown route. If the routes can not run every 10 minutes or close to that there should be a schedule plain and simple. I can understand being late sometimes but when it is a weekend morning at 7am what excuse is there; there is almost no traffic. I should not be waiting 15 or 20 minutes at the damn terminal.





by kk on Mar 4, 2014 3:47 pm • [link](#) • [report](#)

There really aren't any good options for taking public transportation from NW to NE without going downtown and transferring. I currently avoid going to H Street NE from Logan Circle because it requires either driving and hunting for parking, or bus/Metro transfers, both of which are highly inconvenient.

by Andy on Mar 4, 2014 4:56 pm • [link](#) • [report](#)

X2 is convenient for southern Logan circle, and the 90/92 for northern Logan circle to h St ne.

by h st II on Mar 4, 2014 5:09 pm • [link](#) • [report](#)

@ Andy

Do you expect a one seat bus ride; cause it ain't gonna happen you're just gonna have to transfer plain and simple many people transfer between buses or bus and rail everyday you can also!

There are options to go from NW to NE without going downtown its just that Logan Circle is not a major place of interest. Before you say there isn't a good option how about looking at WMATA Metrobus map for DC.

You can take the following to get from Logan Circle to H Street NE

G2 to a 90/92

52/53/54 or Circulator to 90/92

52/53/54 or Circulator to either a X2 or D4 (and walk two blocks south)

If don't want to transfer you can take

Walk to U Street to take a 90/92 to H Street NE

Walk to 14th or 13th & K Street to take a D4 to K Street NE and walk 2 blocks south to whatever part of H Street You are going to.

by kk on Mar 4, 2014 7:54 pm • [link](#) • [report](#)

@DCDuck, the H1 has not received any additional trips as of yet. WMATA proposed adding some mid-day trips when they conducted public hearings last summer, but I have gotten no word on where that proposal is.

As of now, the H1 remains limited to a few rush hour trips on each end.

by Patrick Kennedy on Mar 4, 2014 10:07 pm • [link](#) • [report](#)

I think given the poor state of E-W transit above K St there would be a lot of logic to some one seat routes that go NE-> SW and vice versa. Like Columbia Heights/16th St -U st - Florida Ave - Benning Road or Rhode Island Ave - Washington Circle would be pretty useful. I generally prefer a grid system, but we are so far from a NYC style grid (thanks, L'enfant!) that you have to get more creative here.

by BTA on Mar 5, 2014 11:02 am • [link](#) • [report](#)

<http://parkviewdc.com/2014/04/28/ddot-dc-circulator-meeting-tomorrow-at-frank-d-reeves-municipal-center/>

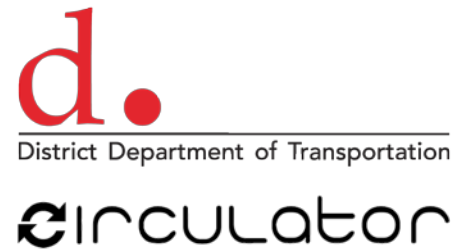


**DDOT DC Circulator Meeting Tomorrow at Frank D Reeves Municipal Center**



The District Department of Transportation (DDOT) is in the midst of holding six Pop-Up Meetings to solicit feedback from current and future riders on the DC Circulator bus system. Residents who would like to see changes or new routes to the Circulator system should consider attending one of the remaining Pop-Up Meetings to provide feedback on the current system as well as future routes and extensions. The feedback from the meetings will be incorporated into the 2014 DC Circulator Transit Development Plan Update.

Back in February, when readers of this blog were asked if they would like to see an **expansion of Circulator service to include the lower Georgia Avenue corridor**, there was an overwhelming response in support of such an expansion. Due to this, I introduced a **resolution in support of expanding the Circulator to serve the Georgia Avenue corridor** at the March 2014 meeting of ANC 1A. This resolution passed unanimously. The



DDOT Pop-Up Meetings on the Circulator system would be an excellent occasion to continue community advocacy to serve the corridor.

According to the DDOT announcement on the Pop-Up Meetings, **a survey** to gather feedback opened on April 22 on the DC Circulator website at [www.dccirculator.com](http://www.dccirculator.com) and is **another way to express support for service to Georgia Avenue/Petworth**. Each participant is entered to win a \$50 SmarTrip card with a winner randomly selected after the survey closes on May 9, 2014.

Below are the dates, times and locations of the remaining meetings where residents can stop by the DC Circulator table to provide feedback. The same information is available at all meetings.

- Tuesday, April 29, 2014 — 3:30 pm – 6:30 pm  
Frank D Reeves Municipal Center  
2000 14th Street NW
- Thursday, May 1, 2014 — 3:30 pm – 6:30 pm  
Anacostia Metro Station  
1101 Howard Road SE
- Saturday, May 3, 2014 — 12:00 pm – 3:00 pm  
Georgetown  
M Street & Wisconsin Ave NW

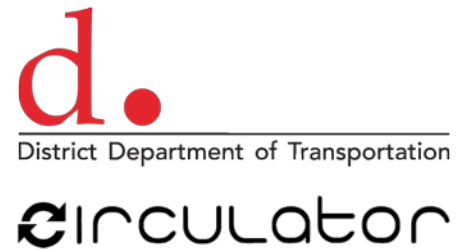
#### *Getting to the Meetings*

Be sure to check out [www.goDCgo.com](http://www.goDCgo.com) to learn about transportation options for getting to the workshops.

#### *Can't Make a Meeting?*

For those unable to attend a Pop-Up Meeting or who wish to submit comments at a later date please forward comments to Circe Torruellas at [circe.torruellas@dc.gov](mailto:circe.torruellas@dc.gov) or call 202-671-2847. You may also submit comments by clicking on the contact us link located on the DC Circulator website at [www.dccirculator.com](http://www.dccirculator.com).

<http://parkviewdc.com/2014/02/26/would-you-like-to-see-the-dc-circulator-in-the-neighborhood-if-so-where/>



## Would You Like to See the DC Circulator in the Neighborhood (& If So, Where)?

Yesterday, a member of the community brought to my attention an interesting post on Greater Greater Washington where the Advisory Neighborhood Commissions (ANCs) for Foggy Bottom and Dupont Circle have voted to ask the National Park Service and the city to consider a **DC Circulator route from the Lincoln Memorial, through Dupont Circle, to U Street**. I know that often when engaging the Georgia Avenue community on transit options, the Circulator comes up in the form of a question, such as: “Why don’t we have the Circulator over here?” It was suggested to me that maybe a route connecting Dupont Circle and the Georgia Avenue Metro would be a good idea. So, let’s see how that could work. Below is a map of the current Circulator routes. (MAP)

I would think that a new route, to be viable, would need to enhance the transit options that are already here AND improve service. Currently, there is no way to get from the Georgia Avenue Metro to Dupont Circle (or even Faragut North) that does not include at least one transfer and some backtracking. This suggests that a Circulator route might enhance existing service. It would definitely cut down on travel time. But, what would it look like? Below is an attempt to map out a possible route, which due to one way streets and sharp corners, seemed to make sense to include Upshur as part of the route.





2. **Karole Says:**

February 26, 2014 at 7:54 am

I absolutely support a Dupont Circle-Georgia Ave. route! I go to Dupont Circle somewhat frequently and it would be great to have a straight route there.

[Reply](#)

3. **db Says:**

February 26, 2014 at 8:31 am

GA Ave to Dupont would be awesome and I like the route you suggest. it's such a pain to get to Dupont from Park View and it's a trip that I frequently have to make. Would much rather have the option of a bus service than having to drive and fight for parking.

[Reply](#)

4. **Keefer is king Says:**

February 26, 2014 at 8:49 am

Like the idea of circulator, to DuPont but wold stayi on Georgia until Barry Place to serve Howard U.

[Reply](#)

5. **PM Says:**

February 26, 2014 at 9:01 am

I think it's a wonderful idea. I think GA Ave is a better alignment than Sherman. It would help to encourage business and bring more traffic to Georgia.

[Reply](#)

6. **jcm Says:**

February 26, 2014 at 9:46 am

That would be a handy route, but I'm curious why you choose Sherman instead of Georgia?



Reply

7. **Brittany Says:**

February 26, 2014 at 9:52 am

I definitely like the idea of a GA Ave-Dupont Circulator. Is there a good way to include Adams Morgan in the route?

Reply

o **Kefer is king Says:**

February 26, 2014 at 10:02 am

This does catch southern edge of AM does it not?

Reply

▪ **Brittany Says:**

February 28, 2014 at 11:08 am

Ah yes. I see that now.

8. **Ariana Says:**

February 26, 2014 at 9:58 am

This is my commute from home to work. Full support.

Reply

9. **Julia L Says:**

February 26, 2014 at 11:17 am

Circulator would be a good option but Sherman is already very heavily trafficked & one lane each way during rush hour. Georgia isn't necessarily a lot better, but at least there are more lanes. And I agree that a Circulator on GA could increase people going there for shopping, etc.

Reply

o **Aaron\_on\_Luray Says:**

February 26, 2014 at 12:43 pm



Agree with everyone here. A Georgia Ave. – Dupont circulator would be awesome, especially if it goes by the new Trader Joe’s at 14th and U. I also agree, the route should go down Georgia ave as far as possible to service Howard (maybe go all the way to Florida then hang a right?)

This would be an amazing addition to the already extensive circulator network, and could be implemented pretty quickly I would think, at least before the street car is built :).

**Reply**

**10. katielu Says:**

February 26, 2014 at 1:33 pm

YES PLEASE! I'd love if it even went a little further south of Dupont – like, down 21st and back up 20th – you'd link up Park View with a whole lot of jobs/commutes in Foggy Bottom – World Bank, State Dept, and even make Georgetown decently accessible!

**Reply**

o **Aaron\_on\_Luray Says:**

February 26, 2014 at 3:52 pm

+ 1 on going even further south. Linking to downtown jobs and getting “close” to Georgetown would be tremendously popular.

**Reply**

**11. Tad Says:**

February 26, 2014 at 3:51 pm

Yes! This would be fantastic!!

**Reply**

**12. rachel Says:**

February 26, 2014 at 3:56 pm

Georgia Ave to Dupont would be fantastic!





[Reply](#)

**13. kristi Says:**

February 26, 2014 at 4:03 pm

Yes Please!!!!

[Reply](#)

**14. Mike Says:**

February 26, 2014 at 4:09 pm

I think a Georgia Avenue to Dupont route is a fantastic idea. I personally would prefer it go all the way down to K Street instead of turning around north of Dupont Circle, but even the route you outlined would be a very welcome addition to the neighborhood transport options.

[Reply](#)

**15. John Says:**

February 26, 2014 at 4:20 pm

Wonderful idea. Let's make it happen!

[Reply](#)

**16. AR1982 Says:**

February 26, 2014 at 4:39 pm

+100 for the Georgia Ave Circulator route; agree on the previous note about K street, but any new options would be welcome

[Reply](#)

**17. katpost Says:**

February 26, 2014 at 5:25 pm

Yes! I would like to add my support to this. Another option would be to modify the U-street/ AdMo route to connect in GA/Petworth.

[Reply](#)



**18. Garrett Bradford Says:**

February 26, 2014 at 5:31 pm

I would like to see a cross-town route such as the one suggested implemented by either DDOT (Circulator) or WMATA (Metrobus). If the proposed route would result in faster north-south circulation from Park View to U Street along Sherman Avenue, that'd be excellent, but if Georgia Avenue is the speedier option, I'd go with that. I work just north of Dupont Circle and my speediest option to work is by bike today. To have an additional mode that gets me to work practically door to door would be welcome.

On another related note, is there support in the community for opening the portion of Princeton Place between New Hampshire and Georgia Avenues to two-way traffic? And is addressing such a change at the ANC worthwhile if so?

**Reply**

o **pru Says:**

February 27, 2014 at 8:50 am

"On another related note, is there support in the community for opening the portion of Princeton Place between New Hampshire and Georgia Avenues to two-way traffic? And is addressing such a change at the ANC worthwhile if so?"

Yes Please! Does someone know why it's currently a one-way?

**Reply**

▪ **db Says:**

February 27, 2014 at 10:53 am

Why are any of the streets in Park View one way? The whole street configuration in the area baffles me and only makes sense if you only see our streets as thoroughfares for commuters and not for residents. I would really love the entire area to be studied to determine the optimal street configuration for residents, starting with the disaster of the North Capitol/Irving "cloverleaf" to the one way speedways of Kenyon, Irving, Columbia, & Harvard, and the stupid rush hours parking restrictions. If the point of the one way streets is to increase parking availability, why restrict parking 12 hours each day in a way that mostly benefits people who don't live in our neighborhood! Drives (no pun intended) nuts!!!

**19. K Says:**

February 26, 2014 at 9:22 pm



Absolutely! It is a smart route that addresses a current gap in the transit system. I mentioned it to a couple people at work and they also thought it was a genius idea

[Reply](#)

20. **paxus** Says:

February 27, 2014 at 2:53 am

Great idea – getting from Dupont circle to Park View is a unnecessary pain right now. As far as the route between Sherman and Georgia I'm pretty agnostic. If Sherman was significantly faster, that might be better, but Georgia is the safer bet if it's the same. One thing I wish – the 70 bus actually ran all night instead of stopping for 1.5 hours between 230am and 4am. That's right when I need it, and when I do ride that first one at 4am it's practically full!

[Reply](#)

21. **jeremy** Says:

February 27, 2014 at 6:56 am

YES! Would Love love live for the circulator to connect to upsher. Super convenient!

[Reply](#)

22. **Tanya** Says:

February 27, 2014 at 8:45 am

That's a fantastic route, and a needed service. I'd use it. I wonder if the Circulator would want to go as far north as Upshur — they tend to stick in the busiest areas.

[Reply](#)

23. **pru** Says:

February 27, 2014 at 8:48 am

I would love a Circulator route to Dupont, and especially, as others have suggested, as close to Georgetown as we can get! Crossing the Parkway would be phenomenal.

I can see why we wouldn't want to have the Circulator on the same Ave as the Streetcar, so it might make sense to have it go down Sherman once the streetcar is in place. But maybe that's not how the Circulators work, maybe, on the contrary, they usually take high volume routes, just faster than everyone.



**Reply**

**24. 20010 Says:**

February 27, 2014 at 9:41 am

GA Ave – Dupont would be wonderful...

I'd also really like (and maybe prefer) to see Columbia Heights/GA Ave to H Street NE, as that takes FOREVER to get to (70 bus to 90 bus) on public transport from GA Ave.

**Reply**

**25. Ann Says:**

February 27, 2014 at 10:15 am

- This would be excellent and would help fill some of the gap left by the 63 only running during rush hour.  
- Why not continue it up Kansas to Missouri, possibly over to New Hampshire and back down to Sherman? The 62 is the only bus that even touches Kansas and that is only south of 5th.  
- It would be brilliant if another circulator (or even just a 'B' route of of this one) would go east down Florida to where H meets Benning). It would connect to the streetcar and be, oh, so incredibly helpful to get to H.

**Reply**

**26. Nancy Says:**

February 27, 2014 at 10:19 am

The new circulator route should go farther north to Kennedy St. Tons of car-less apartment dwellers live in this area, and big crowds gather every morning at the bus stops awaiting a ride south to the Petworth Metro station. Full buses routinely bypass the bus stops. A circulator would ease the crowding.

**Reply**

○ **Aaron\_on\_Luray Says:**

February 27, 2014 at 11:59 am

What about something like this?  
[https://mapsengine.google.com/map/edit?mid=zpyBLtJIPPRa.KJsOyFkurp\\_E](https://mapsengine.google.com/map/edit?mid=zpyBLtJIPPRa.KJsOyFkurp_E)



**Reply**

▪ **Ann Says:**

February 27, 2014 at 12:29 pm

Georgia Ave already has a crap ton of buses and will, most likely, get a street car. Let's try and serve a different population by taking it up Kansas. I was thinking something like this: <https://mapsengine.google.com/map/edit?mid=z84M9U6vhSTY.kmxOqh nec4RY>

▪ **Nancy Says:**

February 27, 2014 at 12:45 pm

Thanks. That altered route would be great, but my one concern is the very very very long light at the corner of Ingraham and Illinois. That is unsuitable for a timed circulator. Consider turning right onto Longfellow and a quick right on Illinois, and another right onto Kennedy, then left back onto Georgia and south from there.

**27. Tom Says:**

February 27, 2014 at 10:24 am

We need to clean up Georgia Av if we want this to be a success... Too many falling down businesses, liquer stores, check cashing and pay day loan scammer as well as pawn shops. Even a strip club!!! These shops don't reflect the needs of the community.

**Reply**

○ **Nancy Says:**

February 27, 2014 at 12:48 pm

Great idea. What are you doing about it? Just wondering.

**Reply**

**28. Derek Says:**

February 27, 2014 at 11:56 am

Another thumbs up here. Would be VERY helpful. I also would prefer Georgia over Sherman, but either would be good.



Reply

29. **Nancy Says:**

February 27, 2014 at 12:47 pm

The current crap ton on Georgia isn't enough to get everyone on board in the morning. Kansas Ave. has a crap ton of buses on 5th St. that go directly to the Petworth station.

Reply

o **Ann Says:**

February 27, 2014 at 2:38 pm

Understandable, the 62 and 64 are both also quite crowded. A circulator up Kansas to Missouri would provide relief for all three of those routes.

Also, what about the folks that live in the giant swath of land between the 70 on Georgia and the 64 on NH that need to get south of Petworth station outside of the 63's limited hours? Sure, you can get on the metro, but that bus to metro cost adds up very quickly and I know I'm not the only one who tries to avoid getting on the metro to save some \$. A \$1 circulator would be a dream!

Reply

30. **KC Says:**

February 27, 2014 at 1:46 pm

I think this is great idea. My only question would be if having a street car run up Georgia (whenever that project is complete) would then make this Circulator route obsolete?

Reply

o **Nancy Says:**

February 27, 2014 at 7:51 pm

I would say, let's worry about that problem when we come to it. It will be a decade or more before streetcars run on Georgia. The timeline for the Walter Reed development is 20 years to completion, and it is that development that has spurred discussion of streetcars.

Reply



31. **Katharine Says:**

February 27, 2014 at 10:05 pm

I agree that there should be a route connecting Petworth metro and/or the 14th St corridor with Dupont Circle. This would be very helpful. It would also be great to have something connecting the same area with Bethesda, as it takes forever to get there by public transit. I would actually recommend that the circulator cut across Military and split to go both north up Wisconsin to Bethesda and south to Dupont through Woodley Park, as it's a hassle to get to anything in those areas from our neighborhood by public transit. Wouldn't it be nice not to have to take both bus and metro, or 2-3 buses?

**Reply**

o **Nancy Says:**

February 28, 2014 at 11:27 am

I don't think the DC circulator should run outside the city, that's not what it's designed for. To get to Bethesda take the red line or the E bus to Friendship Heights and jump on a Ride-On or Metro bus going north on Wisconsin. One transfer. The E bus is a 15-20 minute ride from Fort Totten to Friendship via Kennedy St and Military Road. Once in Bethesda you can on get their circulator bus (free, I think).

**Reply**

32. **Brian Says:**

February 27, 2014 at 11:21 pm

Add me to this list of supporters. It's a key route for commuters, and I'd use it every day to get to and from work.

**Reply**

33. **Michael Eichler Says:**

February 28, 2014 at 10:09 am

How about a route that goes from Dupont up Connecticut to Columbia to 11th Street, then New Hampshire into Petworth and beyond? I live in Adams Morgan and getting from there to 11th street in CoHi and further into Petworth is nearly impossible on transit without taking a variety of buses.

**Reply**

o **Katharine Says:**

February 28, 2014 at 11:24 am



agree this would be great

**Reply**

**34. Corey Says:**

February 28, 2014 at 11:43 am

clearly someones fantasy being picked up at their home and dropped off at their office. No. This is a terrible terrible idea. First traffic would be horrible on U street and Dupont. Who would ride the bus to Park View after it drops people off in the morning? Give me a break. There needs to be BRT service from Brookland – Columbia Heights – Admo.

**Reply**

**35. Louise Says:**

March 1, 2014 at 3:59 pm

Yes full support for a route connecting Dupont Circle and the Georgia Avenue. Let us support 7th avenue as a "Grand Avenue" – support its growth and "rebirth" !

**Reply**

**36. Caroline Says:**

March 2, 2014 at 11:50 pm

I would also like to voice my support for this Circulator route. I think it would make sense, as others have voiced above, to continue the cross-town route to Farragut and Foggy Bottom to maximize the impact for Petworth and Park View commuters. I also strongly support the turnaround on Upshur Street as it would help support that reemerging retail and restaurant corridor.

**Reply**

**37. ERW Says:**

March 8, 2014 at 3:32 pm

Strong support for the circulator route that you suggest!

**Reply**

<http://parkviewdc.com/2010/11/17/circulating-news-proposed-circulator-route-to-serve-park-view/>





## ***Circulating News: Proposed Circulator Route to Serve Park View***



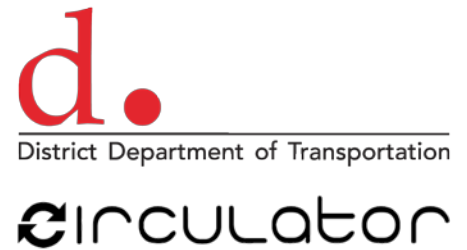
Proposed Circulator Bus Routes

DDOT has plans to expand their popular [Circulator routes](#) in/around Park View.

*Per DCist, DDOT has released a PDF (detail above) of recommendations concerning where Circulator routes should be expanded and installed throughout the city. Future Circulator service is based on “activity centers,” mixed-use corridors which are either already developed or are predicted to be so by 2020; based on the locations of such centers, DDOT has outlined 10 new or extended routes. Included in the recommendations:*

■ *Three exciting new routes: an Adams Morgan-U Street-Florida Avenue-H Street NE bus, a connection between the Southwest Waterfront and Dupont Circle and a Brookland-Tenleytown link which would operate through most of the District’s up-and-coming neighborhoods like Petworth and Columbia Heights and also stop at Washington Hospital Center.*

The not-very-detailed blue-toned purple westerly route – Tenleytown to Brookland – appears to cut through Washington Hospital Center, then north on Georgia Avenue through Park View to the Georgia Avenue-Petworth Metrorail (green/yellow lines) station, then southwest on New Hampshire making its way to the



Columbia Heights Metrorail (green/yellow lines) station, then continues its west-northwest path toward Tenleytown Metrorail (red line) Station.

In addition to what's published on DCist, you can also learn more by reading its coverage on [GreaterGreaterWashington](#).

<http://www.washingtonpost.com/blogs/dr-gridlock/wp/2014/02/26/d-c-circulator-considering-new-routes-new-fares/>  
Dr. Gridlock

## **D.C. Circulator considering new routes, new fares**

BY ROBERT THOMSON February 26

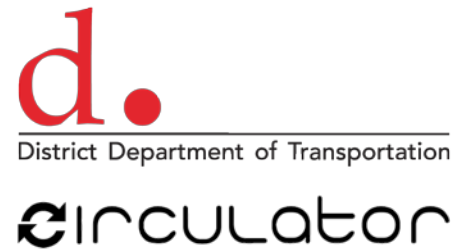
A Circulator bus operates on the route through Adams Morgan at cherry blossom time. (Robert Thomson/The Washington Post) Managers of the D.C. Circulator bus system are set to re-introduce a route around the National Mall in 2015, but they also will consider other new routes and expansions of existing routes.

The original intent of the city's bus system was to connect activity centers and that remains a top priority, D.C. transportation planner Circe Torruellas said during a Tuesday night forum to discuss the service's future.

Planners often talk about whether transportation services should help steer community development or respond to it. Torruellas said the key for starting Circulators is to capture the right moment in development when both the neighborhoods and the transit system are likely to flourish as a result of a premier bus service.

Since the Circulator service was founded in 2005, managers and planners with the District Department of Transportation have had experience with all the possibilities. The route that remains the most successful in ridership is the east-west link between Georgetown and Union Station, an original route. The service also had a hit when it started the Woodley Park-Adams Morgan-McPherson Square route. The Circulator took over a Metrobus route to play off and also encourage development along Follow @RT\_Thomson Barracks Row and the Navy Yard district, with a route connecting Union Station and Nationals Park.

The old north-south route connecting the Convention Center with the Southwest Waterfront anticipated development that didn't arrive on schedule. That service was cancelled in 2011 because of low ridership, despite protests from people in the Waterfront neighborhoods. Now, a Convention Center-Waterfront connection is among the list of possibilities for future Circulator routes. Other items on the wish list would extend current routes. The Union Station-Georgetown route could be pushed north on Wisconsin Avenue. The Navy Yard-Union Station route could be pushed north into the expanding office and residential neighborhood known as NoMa. The Potomac Avenue-Skyland route, the newest of the Circulators, could be pushed southwest from Skyland toward St. Elizabeth's Hospital and the Congress Heights Metro station. Just how active the activity centers have become is not the only issue on Circulator expansion. Transit managers have gained experience with other variables that determine a route's success. For example, when the Mall route is restored, it will be accompanied by a better publicity campaign designed to make the service more



obvious to tourists. Torruellas said DDOT is working with the National Park Service to design Circulator stops for easy ingress and egress, something that should limit traffic difficulties along Madison and Jefferson drives, which are part of the planned Mall route. Much of the Circulator's development has conformed to the long-range plan DDOT published in 2011. (See a pdf of the Circulator development plan.) One thing that hasn't happened: The plan recommended raising the cash fare from \$1 to \$2 and the SmarTrip fare to \$1.50. That's been under discussion ever since, but has yet to be approved by the D.C. government. While the cash fare would double, tourists might well prefer putting two-dollar bills into the fare box rather than fishing around for a dollar bill and two quarters. For locals, a fare increase would mess with the Circulator's competitive standing regarding Metrobus service, though the Metro board is scheduled to consider a bus fare increase in March. Circulator ridership fluctuates by season, with the peaks coming in the summer. But the overall ridership peaked in July 2011, with a monthly ridership of 546,130, and has declined slightly since then. Fare increases have a dampening effect on ridership, as Metro officials know.

In addition to new routes and fares, transit managers also are discussing whether another emblem of the Circulator, the schedule that calls for buses to arrive every 10 minutes, also should change. Should today's routes with lower ridership have a frequency of every 12 to 15 minutes? Should a new generation of routes abandon the 10-minute rule so the service can fit the new routes' needs? Responding to changing needs is a hallmark of good service, as long as the service doesn't change so much that it loses some of the elements that caused riders to define it as a premium service in the first place.

Robert Thomson is The Washington Post's "Dr. Gridlock."

#### COMMENTS

pparrydc

2/26/2014 4:01 PM EST

"The Union Station-Georgetown route could be pushed north on Wisconsin Avenue."

That route's all ready too long. Extending it would make it even less reliable. Instead, they should start a new Rosslyn-Tenleytown route which makes reliable connections with it and replaces the portion above M St.

LikeShare

RobertThomson

2/26/2014 4:23 PM EST

From Dr. Gridlock: I thought headway problems developed when the US-Gtown route was pushed up Wisc Ave, so I also worry about extending the line farther. I have the same fear for other potential extensions of lines. It may be better to create new lines for unserved areas.

1

Like

pparrydc

2/26/2014 4:37 PM EST

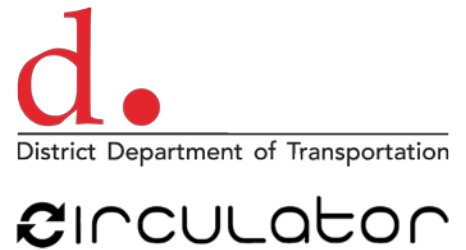
("already", not "all ready")

Like

advb

2/26/2014 1:11 PM EST

One of the things that makes the Circulator appealing is its reduced fares when compared to Metro.



LikeShare

RobertThomson

2/26/2014 1:32 PM EST

From Dr. Gridlock: Some DDOT stats that I think support importance of the reduced fare in various ways: 79 percent of Circulator riders are from D.C., 57 percent of riders use Circulator to get to work, 25 percent earn less than \$20,000 a year and 47 percent earn less than \$40,000.

DDOT calls the Circulator a "premium" transit service because of the bus style, the routes and the frequency -- not because of the price of riding. And I think a rise in the price might have a significant effect on the demand along individual routes.

Like

bobroehr

2/26/2014 12:28 PM EST

I'm guessing that the slight decline in peak number of riders has something to do with competition with Capital Bikeshare. There is an overlap with both programs involving a lot of relatively short commutes within the same high density parts of the city, by younger people.

The availability of bikes, frequency of buses, and costs of each will influence what people choose to use. If the frequency goes down and the cost goes up for the busses, then more people are likely to use a bike.

LikeShare

RobertThomson

2/26/2014 1:06 PM EST

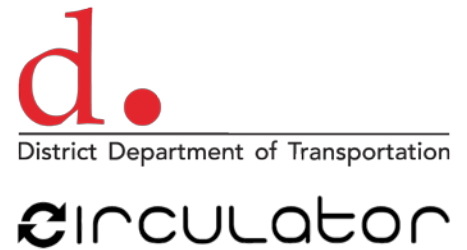
From Dr. Gridlock: The role of Capital Bikeshare in the bus ridership decline is a very interesting suggestion, and I'm interested in all ideas about what may lie behind this. I think there will turn out to be multiple reasons.

Here's a link to the DDOT ridership metrics: <http://1.usa.gov/1c8Bjee>

Should have included that in the original posting. You'll notice that the systemwide decline from the July 2011 peak to July 2013 is about 38,000 monthly rides. You can look at the different routes and see different patterns, though they tend to peak in the warmer months.

The most popular route, Georgetown-Union Station, had its best month in July 2009.

I might be missing something regarding various transit benefits, routing or on-time performance that regular riders of individual routes will spot.



<http://districtsource.com/2014/02/mall-to-u-street-circulator-a-game-changer/>  
***Mall to U Street Circulator a ‘Game Changer’***

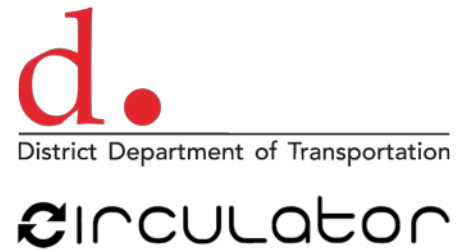
February 20, 2014 By: Shaun Courtney Category: Dupont Circle, Transportation, U Street Corridor

*Could the Circulator connect Abe Lincoln to Ben’s Chili Bowl? Photo courtesy of the District Department of Transportation.*

The National Park Service is working with the District government and community organizations to plan a [Circulator bus route](#) that could eventually run between the National Mall and the U Street corridor, connecting all five existing metro lines in the process.

Dupont Advisory Neighborhood Commissioner (ANC) Mike Silverstein said the new transit option would be a “game changer” for District residents and tourists during a discussion about the project at the most recent ANC2B meeting. As previously reported, the NPS plans to charge meter fees on the National Mall and the hope is that those funds will pay for an additional Circulator route.

NPS at a meeting about the Circulator said it would be open to connecting the Mall route to other neighborhoods in the city, according to Silverstein. Foggy Bottom Commissioner Patrick Kennedy proposes a mid-city route that would connect the mall to Foggy Bottom, West End, Dupont Circle and U Street, primarily via New Hampshire Avenue. “We think it’s a complimentary part of the transit network that has yet to be served,” said Kennedy. The basic route Kennedy proposes would be from the Lincoln Memorial up 23rd Street to the Foggy Bottom Metro, running past Washington Circle via New Hampshire Avenue to Dupont Circle, left onto 18th Street and eventually right turn onto Florida Avenue, proceeding onto U Street to the Metro. The route could fill in some of the gaps left when the L2 bus stopped running on 18th Street and the Circulator could use old bus pads from the previous line in some cases. Silverstein said NPS was “excited” about the idea of connecting the Lincoln Memorial to the [African American Civil War Memorial](#) and museum. The Dupont ANC voted to support exploring the option and discussing possible routes with NPS and DDOT. The Foggy Bottom ANC took up the issue Wednesday night, we’ll provide an update when more information is available.



## Southwest The Little Quadrant That Could

<http://www.swtlqtc.com/2014/04/a-few-quick-saturday-morning-items-gsa.html>

DDOT will be hosting a series of "pop-up" meetings next week to solicit feedback on the Circulator system. One will be held at the Waterfront Metro station on Thursday, April 24 from 3:30-6:30pm. A survey to gather feedback will open April 22 on the DC Circulator [website](#). Each participant will be entered to win a \$50 SmarTrip card with a winner randomly selected after the survey closes on May 9. As a part of the Mayor's FY 2015 [budget](#) proposal, the Union Station - Navy Yard Metro Circulator line will be extended to Southwest.

## Emails

**From:** Susana Arissó [mailto:[susana.arisso@gmail.com](mailto:susana.arisso@gmail.com)]  
**Sent:** Saturday, May 10, 2014 2:31 PM  
**To:** Strauss, Steve (DDOT)  
**Cc:** Torruellas, Circe (DDOT)  
**Subject:** Fwd: DC Circulator - new route

Forwarding to Steve Strauss...hopefully I got the right person now.

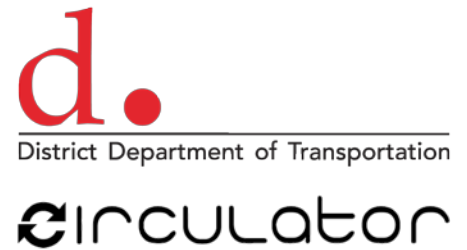
Mr. Strauss:

I would appreciate you taking a moment to consider my proposal with attached sketches, here forwarded to you.

Thanks in advance,  
susana arissó

----- Forwarded message -----

**From:** Susana Arissó <[susana.arisso@gmail.com](mailto:susana.arisso@gmail.com)>  
**Date:** Sat, May 10, 2014 at 1:25 PM  
**Subject:** Fwd: DC Circulator - new route  
**To:** [Brooke.Fossey@dc.gov](mailto:Brooke.Fossey@dc.gov)  
**Cc:** [circe.torruellas@dc.gov](mailto:circe.torruellas@dc.gov)



Forwarding to Brooke Fossey, since Mr. Overman is no longer the Deputy Director.

-----  
From: **Susana Arissó** <[susana.arisso@gmail.com](mailto:susana.arisso@gmail.com)>  
Date: Sat, May 10, 2014 at 1:21 PM  
Subject: DC **Circulator** - new route  
To: [circe.torruellas@dc.gov](mailto:circe.torruellas@dc.gov), [Aaron.Overman@dc.gov](mailto:Aaron.Overman@dc.gov)

Dear Mr. Overman and Ms Torruellas:

May I propose a new **Circulator** route, one that goes between the National Cathedral and Woodley Park Metro via Glover Park, as sketched in the attached two-page PDF.

As a resident here, I find that there is a "transit desert" encompassing the National Cathedral and Glover Park neighborhoods. These areas have no practical connection to the Metro and are poorly or not served at all by buses. Countless times I've walked between the Woodley Park Metro and 34th Street to find lost tourists trying to find their way to the Cathedral, not realizing they still have a long way to go on foot. Also, these neighborhoods have the density and demographic that would greatly benefit from a practical connection to the Metro and greater cross-city connectivity.

I propose that either a new **Circulator** route gets added connecting the National Cathedral and Calvert & Wisconsin to the Woodley Park Metro, or that the Columbia Heights/Adams Morgan route gets extended to National Cathedral/Glover Park.

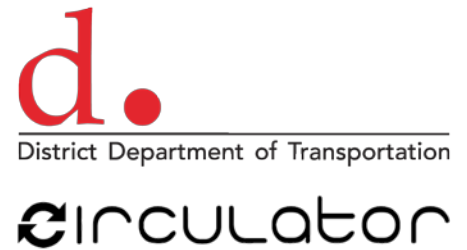
This cross-city connection would compliment the existing D2 WMATA line by adding faster and more frequent service to the Metro. While the D2 provides a cross-city connection, the amount of time it takes to get from Glover Park to Dupont **Circle** via all the Georgetown twists and turns makes it unworthy of calling it a "Metro connector".

Please review the attached sketches and let me know how can I help. I'll be happy to elaborate on my proposal or to have an exchange of ideas.

I would appreciate your consideration,  
susana

Susana Arissó  
[202-480-7713](tel:202-480-7713) (M)

--  
AICP architect | planner  
[sarisso.wix.com/PortfolioSusanaArisso](http://sarisso.wix.com/PortfolioSusanaArisso)



**From:** Kate Judson [mailto:[kate.ev.judson@gmail.com](mailto:kate.ev.judson@gmail.com)]  
**Sent:** Wednesday, May 07, 2014 3:52 PM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** New Circulator Route

I just wanted to voice an opinion. I would love for a new Circulator bus route to go between Friendship Heights and Ft. Totten. I think this would be a great addition and really help move folks from one part of town to the next. Thanks! Kate

**From:** Biglow, Earl [mailto:[ebiglow@davisconstruction.com](mailto:ebiglow@davisconstruction.com)]  
**Sent:** Tuesday, May 06, 2014 7:28 AM  
**To:** MoveDC (DDOT); Torruellas, Circe (DDOT)  
**Subject:** Better Bus Service East to West

Greeting,

I use the bus service almost every day going from 5<sup>th</sup> & Kennedy NW to Friendship Heights metro, using the E2 bus service and every day going to and from work the bus service is not on time and overcrowded.

Seeing each bus overcrowded with people traveling east/west routes leads me to believe that we do not have adequate bus support to transport the growing population from East of the park to West of the park. We either need more frequent bus services along Kennedy street or we need a Circulator bus to help with the flow.

I hope to see change in the near future.

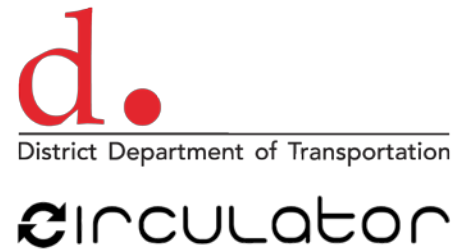
Thanks,

**Earl E. Biglow**  
Estimator

James G. Davis Construction Corporation  
12530 Parklawn Drive | Rockville, MD 20852  
[301 945 0499](tel:3019450499) direct  
[301 881 2990](tel:3018812990) main  
[240 372 5249](tel:2403725249) cell  
[301 468 3918](tel:3014683918) fax  
[@DAVISbuilds](https://www.davisconstruction.com)  
[davisconstruction.com](http://davisconstruction.com)

[Voted a WBJ Best Places to Work](#)





DAVIS continues to LEED® please think before you print  
[click here](#) to send me a file larger than 5mb

**From:** Camille Stewart [mailto:[stewarc3@gmail.com](mailto:stewarc3@gmail.com)]  
**Sent:** Tuesday, May 06, 2014 11:55 PM  
**To:** MoveDC (DDOT); Torruellas, Circe (DDOT)  
**Subject:** Move DC:East-West circulator route on Missouri Ave

Hello,

I attended a community meeting a few weeks back where someone from DDOT mentioned that they were considering adding an East-West circulator route on Missouri Ave. I am in support of this opportunity.

This would serve a large span of city without metro station access, as the city lacks good East-West transportation. Additionally, this opportunity would facilitate population growth in area. This would help offset the fact that the current East-West service is half as frequent as schedule and lacks Express service.

I would love to see this circulator route implemented thereby opening this area to growth and development.

Thank you for your consideration.

Best,

Camille Stewart

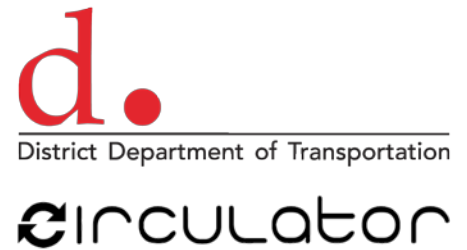
**Camille A. Stewart, Esq.**

Please excuse any spelling errors this message was sent from a handheld device.

**From:** Kevin Frey [mailto:[kjfrey@gwmail.gwu.edu](mailto:kjfrey@gwmail.gwu.edu)]  
**Sent:** Friday, May 02, 2014 1:41 PM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** Circulator Fare Question from GW Student

Dear Ms. Torruellas,

My name is Kevin Frey. I spoke to you earlier this week about the Circulator extensions included in the 2015 budget proposal.



I had a quick question regarding **Circulator** fares.

I read in a document from last year's budget that the Council recommended increasing **Circulator** fares to \$2, with \$1.50 for SmartTrip beginning this July. Is this happening or were those plans never approved? Will the **Circulator** fare be changing and, if so, would that money be used to help pay for the extended **Circulator** lines?

Thanks for your help!  
Kevin Frey

--

Kevin Frey  
The George Washington University  
University Honors Program  
B.A. Candidate, Journalism and Mass Communication  
GW-TV Reporter/Producer  
[\(717\) 940-3210](tel:7179403210)

-----Original Message-----

From: Matthew Guttentag [mailto:[mattguttentag@gmail.com](mailto:mattguttentag@gmail.com)]  
Sent: Monday, April 28, 2014 3:55 PM  
To: Torruellas, Circe (DDOT)  
Subject: DC **Circulator** Input

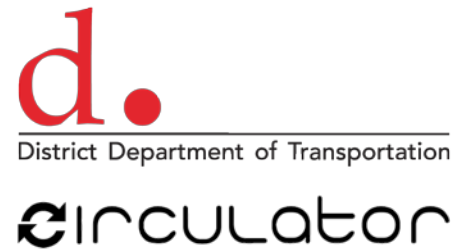
Hi,

I won't be able to attend any of the pop-up meetings, but would like to give input on proposed **circulator** routes. I believe that a connection between Georgia Avenue and the Dupont or Farragut area is badly needed. The Georgia Ave corridor (from Howard up to north of the Petworth metro) is currently rapidly developing as a place to live, work, and play, but is currently poorly connected beyond the yellow/green line and bus routes plying Georgia Ave. Currently, public transit requires a 40 minute trip (according to Google Maps estimate) between these areas despite the fact that they are only 2.2 miles apart -- basically the same time as it takes to walk that distance. Given the cultural and business importance of both areas, a connection with the **circulator** makes a lot of sense. I live in Park View, and this area has the potential to become a true hub for DC if it better connected.

Thank you for your consideration.

Warm regards,

Matt Guttentag



--

Matt Guttentag  
[336-554-5061](tel:336-554-5061)

**From:** Ben Ball [mailto:[nospamforben@yahoo.com](mailto:nospamforben@yahoo.com)]  
**Sent:** Wednesday, April 30, 2014 12:24 PM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** Circulator Dupont-U St Extension

Dear DC Circulator:

My name is Ben Ball, and I am a Shaw resident. As part of the feedback gathering process that's currently going on for the Circulator expansion, I just wanted to express my strong support for the U St extension of the Rosslyn-Dupont Circulator line. As someone who works in Rosslyn and is transit dependent, I would greatly appreciate a cheaper and more direct option that would take me from Shaw to Rosslyn. Current Metrorail and Metrobus service does not fill this need - multiple transfers are required or inefficient routing (of the G2 and G8 especially) adds significantly to travel times.

One thing that the Circulator will have to consider in its selection of a terminus in the U St/Howard University area is how the buses will turn around for the return journey to Rosslyn. I'd like to suggest that the most efficient turnaround would be to head eastward on U St until it turns into Florida Avenue, using 3rd St NW and Rhode Island Avenue as the way to change direction. This would also create a natural connection to the G8 and 90 buses.

Thanks for your service to DC.  
--Ben

-----Original Message-----

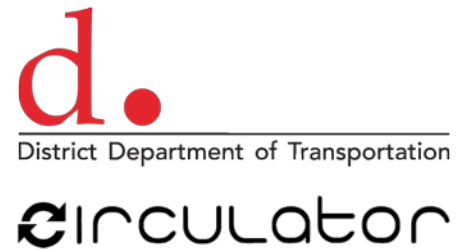
**From:** Natalie Gitelman [mailto:[natgit408@aol.com](mailto:natgit408@aol.com)]  
**Sent:** Friday, April 25, 2014 7:25 PM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** Circulator

In my opinion the Circulator is one of the best things ever to happen to Washington. I am almost 82 yrs. old and live in Georgetown. My "

distance" walking days are over but the Circulator allows me to enjoy the sights of the city, meet friends and keep Dr.'s appointments -- all at a minimal cost. I'd find it hard to manage without it. The service (hardly ever a long wait) and the employees are great. Keep up the great work--I have tickets to see the Nats this summer.

Natalie Gitelman

**From:** Katie Heller [mailto:[katherineheller@gmail.com](mailto:katherineheller@gmail.com)]  
**Sent:** Monday, April 28, 2014 10:25 AM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** Circulator Pop-Up Meetings Feedback



Hi DC **Circulator** friends!

I just read about the pop up meetings being scheduled. Unfortunately, I cannot attend any of the meetings, but I wanted to express my huge support for expanding the circulaor srevice to include the lower Georgia Avenue Corridor. I live in Park View and I know that our ANC commissioner proposed a resolution to bring the **Circulator** to Georgia Ave, to connect us better with the Dupont area. I know that like me, there are a lot of residents in Park View/Pleasant Plains that work in the Dupont **Circle** area, who would be very much in favor of this key route. I also know that transportation to work is a big consideration for people considering moving to the area, so making this area more accessible to the western parts of downtown would be a huge bonus to the neighborhood. I very much hope that you will consider this in your consideration of proposed new routes.

I also read on the **circulator** website that there is a survey being introduced, but I could not find the link to the survey. If you could send it, I would be happy to respond there as well.

Many thanks!  
Katie Heller

**From:** Mary [mailto:[marybrewer17@verizon.net](mailto:marybrewer17@verizon.net)]  
**Sent:** Friday, April 25, 2014 10:57 AM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** **Circulator** Request

I used to frequently take the **Circulator** line that serviced Southwest DC and miss it sorely. I cannot attend the upcoming meetings. Please take this e-mail as a heartfelt request to bring the **Circulator** back to Southwest.

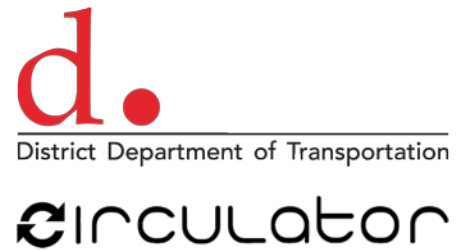
Mary E. Brewer  
520 N St., S.W., Apt. S124  
Washington, DC 20024

**From:** TJ Ramey [mailto:[ramey3@gmail.com](mailto:ramey3@gmail.com)]  
**Sent:** Friday, April 25, 2014 11:28 AM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** SW **Circulator**

Hello -

SW needs a **Circulator** that goes to Eastern Market and Georgetown...Please!

- TJ



From: Boese, Kent C. (ANC 1A08)  
Sent: Friday, March 14, 2014 1:29 PM  
To: Bellamy, Terry (DDOT)  
Cc: [jim@grahamwone.com](mailto:jim@grahamwone.com)  
Subject: Resolution Recommending Georgia Avenue **Circulator** Bus Route

Director Bellamy,

Please find attached ANC 1A's resolution seeking to extend the proposed **Circulator** Bus Route proposed by ANC 2B in February. Should a **Circulator** route be extended from the National Mall, through Dupont **Circle** to U Street, it makes sense to continue that route north along Georgia Avenue to the Georgia Avenue Metro station. This **Circulator** extension could be reconsidered in the future if & when streetcar service is inaugurated on Georgia Avenue. However, as such service is years away, and there is a real need in the community now, we ask that you give this resolution all due consideration.

Regards,

Kent C. Boese | Chair, Advisory Neighborhood Commission 1A | Single Member District (SMD) 1A08  
608 Rock Creek Church Road, NW | Washington, DC 20010  
[202-525-7682](tel:202-525-7682) | [1a08@anc.dc.gov](mailto:1a08@anc.dc.gov)<mailto:1a08@anc.dc.gov> | Twitter: @KentBoeseDC

**From:** Turner, Tiffany D. [mailto:[Tiffany.Turner@firstgroup.com](mailto:Tiffany.Turner@firstgroup.com)]  
**Sent:** Friday, March 07, 2014 3:48 PM  
**To:** Torruellas, **Circe** (DDOT)  
**Subject:** Focus Group Meeting

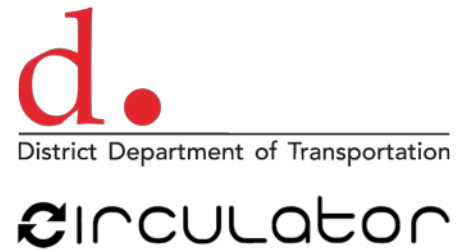
Good afternoon **Circe**,

I hope this reaches you well and wanted to touch base to see if you have a date in mind for the operator-supervisor focus group we discussed on Wednesday. Please advise.

Thank you.

Tiffany D. Turner  
Assistant General Manager

First Transit – Loc 55313  
DC **Circulator**  
1710 17 St. NE  
Washington, DC 20002



Office [202.567.3040 x201](tel:202.567.3040)  
Mobile [202.520.0376](tel:202.520.0376)

[tiffany.turner@firstgroup.com](mailto:tiffany.turner@firstgroup.com)  
[www.dccirculator.com](http://www.dccirculator.com)  
[www.firsttransit.com](http://www.firsttransit.com)

**From:** Austin Fossey [<mailto:austin.fossey@gmail.com>]  
**Sent:** Wednesday, March 12, 2014 9:17 PM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** Fwd: Connecting Circulator Routes with Georgia Ave

Hi Circe!

How are you? We got this email from the Georgia Avenue Business Alliance (GABA), and Brooke and I wanted to write to say we support a Circulator route connecting Georgia Avenue station with Dupont.

Right now, it seems the easiest way for us to use transit to get to Dupont from our home near Harvard and Georgia is to walk west to catch the 42/43 at Columbia and 16th. Occasionally I might also use the 14th street or 16th street buses to move north-south and just do all the east-west movement on foot, but 42/43 is usually my go-to.

I do not go to Dupont as much as I use to, but I used to pass through it every day on my way to Georgetown for work. I found that it is faster during rush hour to walk from Harvard and Georgia than it is to take the buses, so I used to make the journey on foot each day. I think that if other people need to make a similar journey, a direct Circulator route from Georgia Avenue station to Dupont would be amazing because they could hook up with the Georgetown Circulator from there.

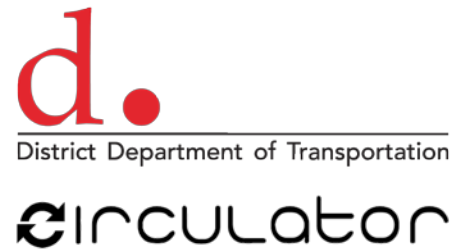
Since I no longer work in Georgetown, I probably would not be the reliable fare-payer you are looking for. I go to Dupont once or twice a month now to get a haircut or go to a happy hour. I usually ride my bike or take car2go for these trips, but if a Circulator route was available, I would definitely prefer to take that.

Thanks so much for getting the word out to our community groups, and good luck with the planning!

Cheers,

Austin

Austin Fossey  
[617-285-4741](tel:617-285-4741)  
[austin.fossey@gmail.com](mailto:austin.fossey@gmail.com)



From: Byron Tau [[byron.tau@gmail.com](mailto:byron.tau@gmail.com)]  
Sent: Monday, March 03, 2014 7:06 PM  
To: Torruellas, Circe (DDOT)  
Subject: Circulator Bus Route comments

Circe,

I'm a D.C. resident of Kenyon Street NW.

I'd like to enthusiastically endorse this proposal by ANC commissioner Kent Boese - and would love to see the city consider Circulator service connecting Dupont Circle to the Georgia Avenue Metro and Upshur Street NW via U Street and Sherman Ave. or Georgia Ave.

This idea has been very well received in the Petworth/Columbia Heights community and fills a glaring crosstown commuter void.

Thanks for your consideration,

Byron Tau

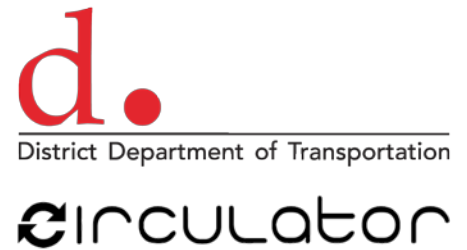
**From:** Hazel Denton [<mailto:hazel.denton@att.net>]  
**Sent:** Friday, February 28, 2014 3:13 PM  
**To:** Torruellas, Circe (DDOT)  
**Cc:** Will Handsfield  
**Subject:** Comments on the Circulator Bus - Meeting Feb 25

You asked for comments, and I wish I could have attended the Public Meeting. Instead I am sending this email.

1. I ride the Circulator from Wisconsin Ave to Downtown at least four times a week. It is a truly wonderful service.

Here are some requests:

2. Please don't change the fare - that is a strong selling point.
3. Improve the marketing of the Circulator - at its starting point, The Holiday Inn on Wisconsin Ave, although sometimes they have brochures, they are usually 'under the desk' as they have so few. These brochures should be in their racks, clearly visible.
4. I teach at Georgetown University, right on the Circulator Route. The students are totally ignorant of this service. I am working to get it incorporated into literature on transportation at the University and at the Georgetown University Hospital. Why isn't your Marketing Company doing this?
5. Please work to get the route extended up to the Cathedral.
6. Post TWO signs:



"Please - no Feet on the Seat"

"Please - get on at the FRONT, get off AT THE REAR" - this would speed up the route considerably

Good luck with the maintenance and improvement of this appreciated service,

Hazel Denton

-----Original Message-----

From: Aubri [mailto:[aubrilee@gmail.com](mailto:aubrilee@gmail.com)]

Sent: Thursday, February 27, 2014 2:06 PM

To: Torruellas, Circe (DDOT)

Subject: Circulator expansion

I would love a line that could connect DuPont circle to Petworth.

I've never understood why it has to be so hard to get from the PetCo region to DuPont/GTown. And while I love the circulator that goes from Columbia heights through u street, there are also a million bus lines that cover that route while there is nothing that goes Cross Town.

That would be an amazing innovation. Even better would be two routes that make an x: one from eastern market/navy yard through h st, shaw, u st, Colhi/mt p, Cleveland park over towards Au, and the other going from Petworth to Gtown. Something to keep us from going in perpetual Us and Ls.

Aubri O'Connor  
Producer, Nu Sass Productions  
Sent from my iPhone

**From:** Victoria Taylor Earls [mailto:[victoriataylor@gmail.com](mailto:victoriataylor@gmail.com)]

**Sent:** Thursday, February 27, 2014 11:33 AM

**To:** Torruellas, Circe (DDOT)

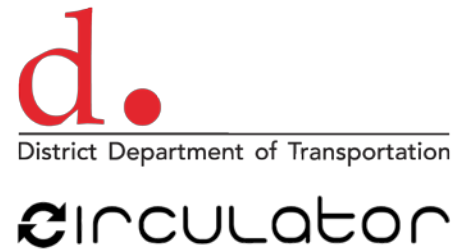
**Subject:** Circulator Route - Public Comment

Dear Circe Torruellas,

I write in support of the contemplated expansion of a Circulator route from Georgia/Upshur to Dupont.

I've lived in Petworth for 5 years and every year, my commute to the Dupont area takes longer and longer. I believe that due to the amount of time it takes during rush hour to commute between Georgia and Upshur and the Dupont area by public transportation (about 47-56 minutes according to WMATA's planner - to go 3.3 miles), many neighbors of mine drive the route (cutting the commute to 20-40 minutes). This creates a tremendous amount of congestion on Rock Creek Park, along Upshur from Georgia to 14th, 16th





and Arkansas (especially at Powell drop off time), south on New Hampshire and Sherman Aves, and clogs the downtown streets. The evening commute is similarly frustrating.

If there was a **Circulator** route from Georgia/Upshur to the Dupont/West End area, I would return to public transportation and take it every day. With a young child at home, I really seek a time-efficient way to \*reliably\* commute from home to work. Right now, with the current WMATA offerings, we simply don't have it. A direct shuttle/**Circulator** route would solve this problem and given the amount of car traffic that I see making the same morning commute that I do, I know that there are others who would be riding this route.

Please let me know if you have any questions.

Sincerely,  
Victoria Taylor Earls  
[202.215.2401](tel:202.215.2401)

**From:** John-Paul Hayworth [<mailto:jpindc@gmail.com>]  
**Sent:** Wednesday, February 26, 2014 3:50 PM  
**To:** Rhones, Aaron (DDOT)  
**Subject:** Fwd: [Petworth] DC **Circulator** Bus Route

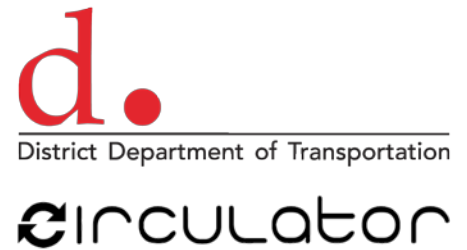
----- Forwarded message -----

**From:** **Zaid A. Zaid** <[zaidazaid@gmail.com](mailto:zaidazaid@gmail.com)>  
**Date:** Wed, Feb 26, 2014 at 3:48 PM  
**Subject:** Re: [Petworth] DC **Circulator** Bus Route  
**To:** "[Petworth@yahoogroups.com](mailto:Petworth@yahoogroups.com)" <[Petworth@yahoogroups.com](mailto:Petworth@yahoogroups.com)>  
**Cc:** "[Petworth@yahoogroups.com](mailto:Petworth@yahoogroups.com)" <[Petworth@yahoogroups.com](mailto:Petworth@yahoogroups.com)>, "[Park\\_View\\_DC@yahoogroups.com](mailto:Park_View_DC@yahoogroups.com)" <[Park\\_View\\_DC@yahoogroups.com](mailto:Park_View_DC@yahoogroups.com)>, "[WardOneDC@yahoogroups.com](mailto:WardOneDC@yahoogroups.com)" <[WardOneDC@yahoogroups.com](mailto:WardOneDC@yahoogroups.com)>

Great idea!

Sent from my iPhone

On Feb 26, 2014, at 3:47 PM, "Boese, Kent C. (ANC 1A08)" <[1a08@anc.dc.gov](mailto:1a08@anc.dc.gov)> wrote:



Good afternoon,

I'm attempting to gauge how much support there would be for a possible DC Circulator bus route that would connect the Georgia Avenue Metro area with Dupont Circle. It has been my experience that cross-town routes leave something to be desired and it's been suggested to me that there is a need for such a route. The route would hopefully be between Dupont Circle and Upshur Street. The suggested route would be along U Street and up either Georgia or Sherman. Right now, this is in the information gathering phase, but if there is enough support this would be a great effort that several different ANCs and Community Groups could work together on and press for.

The following link includes my initial thoughts and one possible route <http://parkviewdc.com/2014/02/26/would-you-like-to-see-the-dc-circulator-in-the-neighborhood-if-so-where/>

Please consider commenting either on the listservs, on the blog post, or to me directly.

Thank you for your time.

Kent C. Boese | Chair, Advisory Neighborhood Commission 1A | Single Member District (SMD) 1A08  
608 Rock Creek Church Road, NW | Washington, DC 20010  
[202-525-7682](tel:202-525-7682) | [1a08@anc.dc.gov](mailto:1a08@anc.dc.gov) | Twitter: @KentBoeseDC

Look out for the homeless this winter. When the actual or forecasted temperature or wind chill is 32 degrees F or below, the District issues a Hypothermia Alert. To request support for persons who are homeless and on the street now, contact the Shelter Hotline at [1-800-535-7252](tel:1-800-535-7252) or 311 or email [uposh@upo.org](mailto:uposh@upo.org) <<mailto:uposh@upo.org>>.

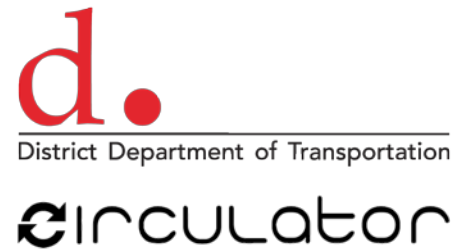
**From:** Christopher Ashcraft [<mailto:christopherashcraft@gmail.com>]  
**Sent:** Thursday, February 27, 2014 9:17 AM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** circulator expansion comment

I saw the call for input on expanding the circulator. A GA Ave - Dupont route would be great. Connecting Columbia Heights to H St NE would also be phenomenal.

----- Original message -----

From: Chris Dixon <[chrisldixon@yahoo.com](mailto:chrisldixon@yahoo.com)>  
Date:  
To: "Torruellas, Circe (DDOT)" <[Circe.Torruellas@dc.gov](mailto:Circe.Torruellas@dc.gov)>  
Subject:

Please connect the GA Ave area with the Circulator to Dupont!



----- Original message -----

From: Taryn Morrissey <[taryn.morrissey@gmail.com](mailto:taryn.morrissey@gmail.com)>  
Date:  
To: "Torruellas, Circe (DDOT)" <[Circe.Torruellas@dc.gov](mailto:Circe.Torruellas@dc.gov)>  
Subject: Potential Circulator route- Petworth and 14th St

Hello,

I strongly support a potential new Circulator route running from Petworth to Dupont Circle. I live in the Crestwood neighborhood (Colorado and 18th St) and we lack access to public transportation. This route would help.

The major concern and comment I have, however, is that upper 14th Street requires more transportation. The 52, 53, and 54 buses that run along 14th are consistently overcrowded - such that in the mornings going south they regularly pass by waiting passengers at Decatur (and father north), and in the evenings, they are too full to pick up passengers going north near Columbia Heights. The route is extremely unreliable. I have requested an express bus on 14th St from WMATA, like 16th's S9, but that does not appear likely. The 16th bus line is already at its maximum capacity, too. Given the population growth in 16th St Heights and the development up 14th Street, it would be beneficial to residents as well as businesses in this area to address the transportation needs of this area of the city - potentially through a street car or Circulator route.

Thank you,  
Taryn Morrissey  
[607-342-3431](tel:607-342-3431)

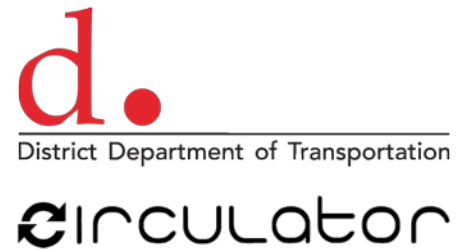
----- Original message -----

From: "Zaid A. Zaid" <[zaidazaid@gmail.com](mailto:zaidazaid@gmail.com)>  
Date:  
To: "Torruellas, Circe (DDOT)" <[Circe.Torruellas@dc.gov](mailto:Circe.Torruellas@dc.gov)>  
Subject: Fwd: [Petworth] Expanding DC Circulator Routes & Where?

I very much support a DuPont to Petworth circulator. It is much needed, and would be much appreciated.

thanks,  
z.

From: [AllanWendt@aol.com](mailto:AllanWendt@aol.com) [mailto:[AllanWendt@aol.com](mailto:AllanWendt@aol.com)]  
Sent: Monday, February 24, 2014 10:19 AM  
To: Torruellas, Circe (DDOT)  
Subject: Comments on the Circulator Bus



Feb. 24, 2014

For Ms. Circe Torruellas  
DC Government

I am a frequent user of the **Circulator** bus. When I board it at all different hours at 17th and K, it is almost always standing room only. My sense is that this bus serves large numbers of people who work in Georgetown in the many office buildings around K St. under the Whitehurst Fwy and further up in the shopping areas around M and Wisconsin. Many Georgetown, Burleith, and Foggy Bottom area residents also rely on the **Circulator**. It would be a big mistake to interfere with this route. Indeed, I think a strong case can be made that the route should be extended up Wisconsin Ave. as far as Calvert St.

One of the great advantages of the **Circulator** is that it comes frequently--at least it is scheduled to come frequently though I notice lately that it doesn't always do so. I think every effort should be made to adhere to the 10 minute interval schedule.

On Wisconsin Ave. NW, Metrobus No's. 32 and 36 also go downtown, but along H St. going east and I St. going west. For people, particularly the elderly, needing access to the K St. corridor for medical appointments, the **Circulator** is the only option.

Regarding fares, they should be kept where they are. Raising fares can only discourage ridership.

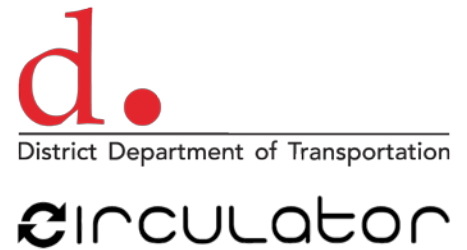
Finally, in **Circulator** buses with seats opposite each other, a way should be found to prevent riders from putting the bottom of their shoes up on the upholstered seats opposite them. This is a disgusting habit and quickly wears out the upholstery.

In sum, the **Circulator** is a vital transportation link on busy routes in the NW corridor. Every way should be found to maintain and even extend the service.

Yours sincerely,

Allan Wendt  
3234 Volta PL NW  
Washington, DC 20007  
Tel. [202 965-2124](tel:2029652124)

**From:** Graham Vyse [<mailto:graham.vyse@gmail.com>]  
**Sent:** Tuesday, February 18, 2014 10:36 AM  
**To:** Sanders, Reggie (DDOT)  
**Subject:** Current Newspapers question (deadline: noon)



Reggie,

The Dupont Circle ANC passed a resolution last night endorsing the exploration of a new circulator route connecting the National Mall with the Foggy Bottom, Dupont and U St. neighborhoods. This "Abe's to Ben's" route, proposed by Patrick Kennedy of the Foggy Bottom ANC, would connect the Lincoln Memorial to Ben's Chili Bowl. It would also link all of the Metro lines. Below is Kennedy's description of the idea. **Is this something DDOT would consider? What would be the process for something like this? All I need from you folks today is a comment on whether you'd explore this:**

"The idea would be to have a circulator bus that runs from the Lincoln Memorial up 23rd Street to the Foggy Bottom Metro at 23rd and I," he said. "You'd run the circulator up past Washington Circle up New Hampshire Avenue to Dupont Circle, connecting Foggy Bottom and Dupont, since our two neighborhoods really don't have a transit connection right now. You run the circulator bus through Dupont Circle, make a left onto 18th Street and proceed up that corridor." "You'd have the bus make a right turn onto Florida Avenue and then U Street and have it proceed into the center city area."

"It connects the employment centers in Foggy Bottom to the residential neighborhoods. It connects the tourist traffic into in all — we all want to bring the tourist traffic up off the Mall to support our local businesses — and it connects all five Metro lines, so it's really a reliever for a lot of crowded Metro conditions downtown."

--

Graham Vyse  
Staff Writer, The Current Newspapers  
Office Phone: [202-567-2012](tel:202-567-2012) - Ex. 112  
Twitter: [@grahamvyse](https://twitter.com/grahamvyse)

**From:** Steve Wardell [<mailto:steve.b.wardell@gmail.com>]

**Sent:** Wednesday, February 19, 2014 10:19 AM

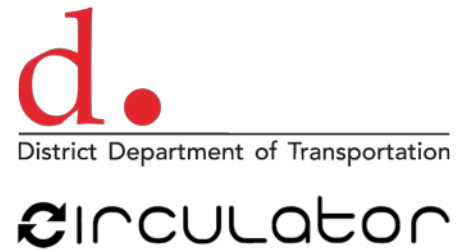
**To:** Torruellas, Circe (DDOT)

**Subject:** Circulator Forum Feedback

Hi,

I am writing to provide feedback on the Circulator. My experience is primarily on the Union Station to Georgetown route. I have several areas that I would like to see addressed:

- **Extension:** It is my understanding that an extension from the current Georgetown terminus up to the National Cathedral area has been proposed. I live in Glover Park and strongly support this extension. I think the extension should go to the Cleveland Park on Wisconsin / new Cathedral Commons development which will have a Giant grocery store, restaurants, and 137 apartments. I have small children, so the ability to take the stroller on the Circulator is a big plus. Please extend this route as proposed by Councilmember Cheh
- **Over Crowding:** There is often overcrowding on the Union Station / Georgetown route. Perhaps this route needs improved headways to have more buses operating on the route at once.
- **Slow movement:** Even though the Circulator is limited stop, I can't tell you how often this route gets stuck at traffic lights because of a stop. One specific example, going westbound on the Union Station / Georgetown route, the



bus always seems to miss the light at Wisconsin and M St NW because of the stop. Perhaps either the stop could be moved to the north side of Wisconsin or bus priority traffic lights could be installed so the light would stay green longer so the bus would not miss this light. There are other instances of where buses can be slowed down that should be evaluated as well.

- Maintenance: The buses commonly seem to have maintenance issues. During the summer, several buses I was on had problems with their air conditioners. On others, the doors have problems and seem to be much slower to open and close than Metrobus doors. This adds to increased dwell time. Please look into this issue.
- Rear boarding: Consider allowing rear door boarding for Smartrip users to help speed the loading process.

I am supportive of a fair increase especially if some of the above items could be addressed. I think the Smartrip fare should match the MetroBus normal fare and the cash fare should be \$2 (to avoid people fumbling with change).

Sincerely,  
Steve Wardell  
2231 Hall PI NW  
Washington, DC 20007

----- Original message -----

From: onedaleyplanet <[onedaleyplanet@gmail.com](mailto:onedaleyplanet@gmail.com)>

Date:

To: "Torruellas, Circe (DDOT)" <[Circe.Torruellas@dc.gov](mailto:Circe.Torruellas@dc.gov)>

Cc: "Worth, Spring (DDOT)" <[spring.worth@dc.gov](mailto:spring.worth@dc.gov)>,"Fossey, Brooke (DDOT)" <[brooke.fossey@dc.gov](mailto:brooke.fossey@dc.gov)>,"Hawkinson, Colleen (DDOT)" <[colleen.hawkinson@dc.gov](mailto:colleen.hawkinson@dc.gov)>,"Zimbabwe, Sam (DDOT)" <[sam.zimbabwe@dc.gov](mailto:sam.zimbabwe@dc.gov)>,"Kael Anderson" <[andkael@gmail.com](mailto:andkael@gmail.com)>,"David Sobelsohn" <[dsobelso@capaccess.org](mailto:dsobelso@capaccess.org)>,"[moffat@verizon.net](mailto:moffat@verizon.net),"[moffatt@verizon.net](mailto:moffatt@verizon.net),"O'Brien, Linda (COUNCIL)" <[LOBrien@DCCOUNCIL.US](mailto:LOBrien@DCCOUNCIL.US)>

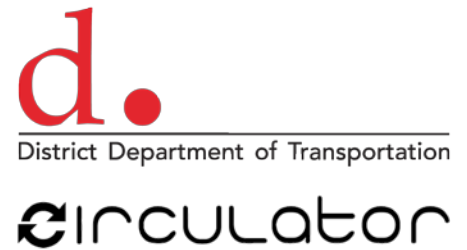
Subject: A Comment for the 2/25/14 DC Circulator Meeting -- Please extend the Union Station/Navy Yard Line to SWDC

Hello Circe Torruellas. Tad Daley here. I live at 1311 Delaware Ave., SW. It's just south of M Street, and an easy walk to the Waterfront metro station.

I am not sure if I will be able to make the DC Circulator public meeting on 2/25/14. But I wanted to write and make a suggestion.

It is a suggestion I have made in the past. In the past, various DC honchos have responded quite positively, and thanked me for the specificity of the proposal and its many likely benefits.

**BUT IT NEVER HAPPENS.**

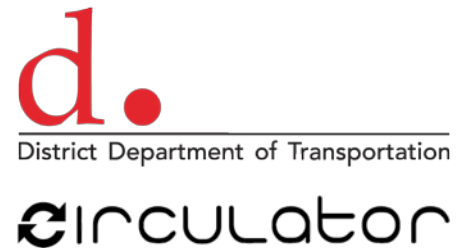


My wife and I, and the 1000 other residents of our coop, River Park, and the perhaps 10,000 other residents who live in the several high rise coops and condos in our neighborhood, have many reasons to head to Capitol Hill and/or Union Station and/or Eastern Market. I love to shop or eat on 8th St SE. I have doctors appointments, and would love to patronize the shops and restaurants, on Pennsylvania Ave SE. I have professional reasons to go to the Capitol, or the Library of Congress, or the Supreme Court, or the House or Senate Office Buildings. (Many of my neighbors are employed at these locales.) And there are all sort of reasons to go to Union Station -- either to patronize the businesses at Union Station or to get out of town.

Unfortunately, for EVERY SINGLE ONE of those locales, there is no direct public transportation route for us to ANY of them. They're very close -- just a mile or two -- almost walkable if the weather is pleasant and I've got nothing else to do. But to get to each one of these locales via public trans, it's either two metro trains, or two buses, or a train and a bus. Outside normal business hours that can easily take 45 minutes or more. To move a couple of miles by public transportation. It's enormously time consuming, needlessly complicated, and enormously frustrating.

Many people, consequently, drive to these locales. Adding to the congestion experienced by all DC residents all the time. Didn't I see a news report not long ago that revealed that DC traffic is even worse than Los Angeles traffic?

I would like to suggest a very simple solution. I suggest you extend your terrific Union Station/Navy Yard Circulator line just a few blocks to the west. Right now, the bus heading west on M Street SE turns right (north) on 1st Street SE, then heads up to Eye Street SE, where it turns right (east) and proceeds to New Jersey, where it turns right (south). How about instead, when that bus is at M and 1st SE, it keeps going west, and does not turn right (north) until it gets to Delaware Ave SW, or 3rd St SW, or 4th St SW, or 6th St SW. (One of those latter two would be the best, because then this bus could connect to the Waterfront metro station, and to our terrific new 74 bus, and to Arena Stage -- creating more options for more people.) THEN, your Circulator bus could turn right



(north), and proceed up to I Street SW, where it then can turn right (east), and before long it will reach 1st St SE, and then New Jersey, and it will be back on the traditional route.

I'm no transportation professional, but my guess is that these additional blocks would add just about 10 minutes to the route. Hence, you'd have to add one additional bus, to keep to your 10 minute bus interval. If I'm wrong about that, it certainly wouldn't be more than two buses.

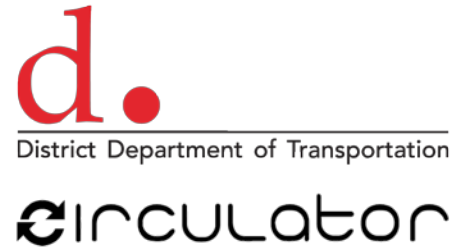
And yet, although I'm no fiscal professional, I believe the additional revenue you would make from the many, many new SW riders who would jump on this **Circulator**, to go to the locales I've described, as well as the residents of other neighborhoods who would use this bus to travel to locations in SWDC, would go a long way to covering that additional cost. My wife alone says she would ride it four days a week -- she's a journalist who covers Congress -- so there's \$8 of new revenue per week for you right there. For the SW residents who work in these locales, you could probably make it five days a week. And guys like me, for the reasons I've described, would jump on it all the time.

Seems to me this small change could have three enormous benefits. First, it would solve this chronic and frustrating problem, for thousands of SW residents, of our inability to easily to get to the locations I've described via any mechanism other than our cars. (I cannot tell you how many times I have driven my car to these locales as much as I do NOT want to drive!) Second, it would get people OUT of their cars to reduce congestion and pollution -- benefitting not just those of us making that choice but EVERYONE ELSE in the entire DMV region. Third, it would enhance -- I think quite significantly! -- the ridership and revenue of the DC **Circulator**.

I very much hope you will consider this proposal. It would transform our lives here in SWDC.  
THANKS!

tad daley  
[323 481 7955](tel:3234817955) mobile/text





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Tad Daley, JD, PhD

Director, The Project on Abolishing War at The Center for War/Peace Studies,  
Washington and New York

**From:** Elizabeth Barrett Topping [mailto:[topping.elizabeth@gmail.com](mailto:topping.elizabeth@gmail.com)]  
**Sent:** Monday, June 02, 2014 4:16 PM  
**To:** Torruellas, Circe (DDOT)  
**Subject:** Circulator routes should include Kennedy St neighborhood

Dear Ms. Torruellas,

I am writing to express my interest (and the interest I've heard from many neighbors) in having a Circulator bus serve our neighborhood. There are no Circulator routes that pass through this area--yet this vast area without a metro station desperately needs the efficient express transportation that, apart from metro, only Circulator buses provide. It's one of the last (relatively) affordable neighborhoods in the city--residents here shouldn't be confined to having to use cars to travel efficiently.

**EAST-WEST ROUTE ON MISSOURI AVE:**

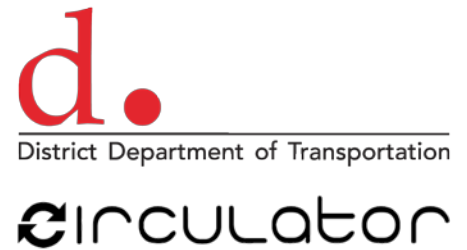
In terms of East-West transportation options, there was discussion of an additional East-West option on Missouri Ave or Kennedy St--or further south around Park or Columbia Rd. Please choose the Missouri Ave (or Kennedy St) option. DC lacks good East-West transportation options and a Circulator here would help support the recent population growth and density in the area. And it would also connect this metro inaccessible neighborhood to one or two metro stops (Ft Totten and possibly Friendship Heights). Further, the current East-West service in the area (E buses) run half as frequently as scheduled and lack Express service.

**NOMA ROUTE SHOULD END AT KENNEDY ST:**

As you consider a destination for the new Circulator route from NoMa, I encourage you to end it at Kennedy St. The Circulator survey proposes the Petworth/Georgia Ave metro as a destination--but the Circulator on that route could easily go another 1.5 miles north to Kennedy St. That way the route would end at the intersection of two Great Streets Initiative Streets (streets where the city wants to support retail development).

The current Georgia Ave express bus goes from Kennedy St to Delafield to Petworth metro--the Circulator could instead go Kennedy St (to encourage new businesses) to Upshur (thriving new retail strip) to Petworth metro, and then take a number of routes southeast.





Now that the Georgia Ave streetcar looks less likely, the retail and residential development that's occurred in this area away from a metro is even more in need of a fast transportation option to serve those businesses and keep them from going out of business.

I also took the **Circulator** survey, but wanted to express this as I couldn't convey those specifics there.

Thank you for your time!  
Elizabeth

**From:** Bob Craycraft [mailto:[bobc4dcsw@gmail.com](mailto:bobc4dcsw@gmail.com)]

**Sent:** Wednesday, May 28, 2014 3:19 PM

**To:** Jackson, Carl (DDOT)

**Cc:** Strauss, Steve (DDOT); Torruellas, Circe (DDOT); Tommy Wells; Cheh, Mary (COUNCIL); Roger Moffatt; Sam Marrero; Stacy Cloyd; Rachel Reilly Carroll; Kael Anderson, NCPC

**Subject:** Re: Comment: DC **Circulator's** Union Station-Navy Yard Proposed Extension

Mr. Jackson: At a recent "pop-up" informational display on the DC **Circulator** at the Waterfront Metro Plaza, your team asked WGNA to advise whether we would prefer the extension of the Union Station-Navy Yard route, as per our letter of July 15, 2013, versus a restoration of the Convention Center-Waterfront route with a new southern terminus of Buzzard Point.

At our regularly scheduled meeting May 5, the WGNA Board voted 4-0, with one abstention, to favor the restoration of the Convention Center route.

Thank you for the opportunity to voice our opinion.

Bob Craycraft  
Executive Director

cc: Ward 6 Councilmember Tommy Wells - Member, Committee on the Environment, Public Works, and Transportation  
Ward 3 Councilmember Mary M. Cheh - Chair, Committee on the Environment, Public Works, and Transportation  
ANC 6D Chairman Roger Moffatt  
ANC6D Commissioners Sam Marrero, Stacy Cloyd, and Rachel Reilly Carroll  
Southwest Neighborhood Assembly President Kael Anderson

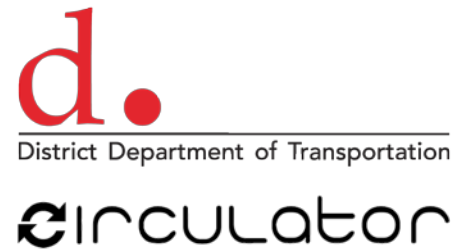
**From:** DC Waterfront Gateway [mailto:[bobc4dcsw@gmail.com](mailto:bobc4dcsw@gmail.com)]

**Sent:** Monday, July 15, 2013 1:28 PM

**To:** Jackson, Carl (DDOT)

**Cc:** Wells, Thomas (COUNCIL); Cheh, Mary (COUNCIL); Andy Litsky; Donna Hopkins; Kael Anderson, NCPC; Sam Marrero; Bonny Lystra; Carol Cowgill; Heather Foley; Jim Flanigan; Judy Urban; Richard Felsenthal; Beverly Gray; Darren LeMaster; Elizabeth Early; Hilary Bland; Tim Fouts

**Subject:** Comment: DC **Circulator's** Union Station-Navy Yard Proposed Extension



Mr. Carl Jackson, Associate Director  
Progressive Transportation Services Administration  
D.C. Department of Transportation  
By e-mail to [carl.jackson@dc.gov](mailto:carl.jackson@dc.gov)

**Re: Semi-Annual DC Circulator Forum June 18, 2013**

Mr. Jackson:

The Waterfront Gateway Neighborhood Association (WGNA), an affiliation of six Home Owners Associations representing nearly 600 households in the area bordered by Fourth to Ninth Streets, S.W., and I Street, S.W. to the I-395 Freeway, applauds the District of Columbia Department of Transportation's (DDOT) efforts to develop the DC Circulator system and hold Semi-Annual DC Circulator Forums, the most recent of which was June 18.

Our concern is regarding the potential extension of the **Union Station-Navy Yard Line** to the Waterfront MetroRail station at Fourth and M. Street, S.W. While we certainly support the extension of the line into the Southwest community, it is critical that the western turning point be extended to Seventh Streets, S.W., with an eastbound return along I (Eye) Street, S.W. and S.E.

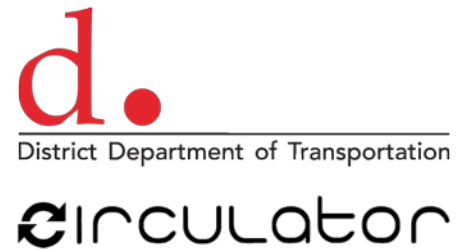
Extending the route to Seventh Street, S.W., will offer accessible service to some of our most vulnerable, mobility-impaired residents living in the Tiber Island, Waterside Towers, and Town Square Towers high-rise communities. Many of our civic institutions would also enjoy front-door access, including DCPS' Amidon-Bowen Elementary School, DPR's Amidon Field, the three theatres of Arena Stage, DCPS' Jefferson Academy, DPR's Jefferson Field, DPR's Lansburgh Park, DPR's Randall Recreation Center, DPR's Southwest Duck Pond, the Southwest Branch of the D.C. Public Library, and the Southwest Playground.

Terminating the line's extension at Fourth Street, S.W., would be at least three blocks from over a thousand residents and greatly impede the progress of our still-developing and vulnerable civic infrastructure. By contrast, connecting, for the first time, Southwest's two public schools, library, six public parks, three theatres, and five churches with our proposed three-block western "loop" would be a spectacular community-building initiative by DDOT.

Thank you for your kind consideration of our comments.

Bob Craycraft  
Executive Director

cc: Ward 6 Councilmember Tommy Wells - Member, Committee on the Environment, Public Works, and Transportation  
Ward 3 Councilmember Mary M. Cheh - Chair, Committee on the Environment, Public Works, and Transportation  
ANC 6D Chairman Andy Litsky  
ANC6D01 Commissioner Donna Hopkins



Southwest Neighborhood Assembly President Kael Anderson  
Southwest Neighborhood Assembly District 1 Representative Sam Marrero

--  
Bob Craycraft  
Executive Director  
Waterfront Gateway Neighborhood Association  
Washington, D.C.  
[202-488-3866](tel:202-488-3866)  
[bobc4dcsw@gmail.com](mailto:bobc4dcsw@gmail.com)

Waterfront Gateway Neighborhood Association is an affiliation of six Home Owners Associations in the area bounded by Fourth and Ninth Streets, S.W., and I (Eye) Street, S.W. and the I-395 Freeway. The mission of WGNA is to advocate for it's members' interests at the District and Federal levels; to explore cost-sharing and quality of life improvements between the six Associations; and to promote the Waterfront Gateway neighborhood in a positive manner. Attractions in or near Waterfront Gateway include [Arena Stage](#), the [Banneker Overlook](#), [Southwest Waterfront/Fish Market](#), [Southwest Duck Pond](#), the [Smithsonian Museums](#), the [National Botanical Gardens](#), the [Mandarin Oriental](#) and [L'Enfant Plaza](#) Hotels, and the [L'Enfant Plaza](#), Federal Center Southwest, Waterfront, and [Smithsonian](#) Metro Stations.  
Visit our website: [www.dewaterfrontgateway.org](http://www.dewaterfrontgateway.org)  
"Like" our Facebook page: [DC Waterfront Gateway](#)

**From:** allie black [mailto:[allie2701@yahoo.com](mailto:allie2701@yahoo.com)]  
**Sent:** Friday, May 16, 2014 1:46 PM  
**To:** Foster, Anthony (DDOT)  
**Cc:** allie black  
**Subject:** Re: DC [Circulator](#) Question

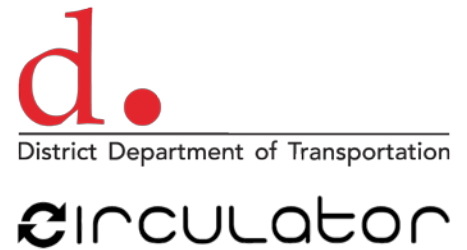
Hello Mr. Foster:

It was a pleasure speaking with you today regarding my concerns. Attached is a copy of my letter requesting to be kept abreast of any changes between WMATA Bus Line and the [Circulator](#) Bus Line Services.

Once again, Many thanks for your time and assistance in this matter.

Respectfully,

Ms. Althea "Allie" Black  
[202-829-8484](tel:202-829-8484)  
[allie2701@yahoo.com](mailto:allie2701@yahoo.com)



Comments Regarding Circulator Routes  
February 25, 2014

Name: Steven Kaffen

Email address: zzask@yahoo.com. My phone number is 202-607-7447

Home address: 2122 Massachusetts Avenue, NW, #201, Washington, DC 20008

I work in Washington DC

1. The “Dupont Circle – Rosslyn” Circulator must be slightly rerouted to serve Dupont Circle.

This is an important Circulator for those in the Dupont Circle area (residents and hotel visitors). But, it currently only serves the southeast side of Dupont Circle near Farragut North.

Why is this bus important:

1. It is the only bus connection to/from the northwest and Rosslyn, and bus 5A to/from Dulles or the new Silver Line.
2. It is the only bus service between Dupont Circle and Foggy Bottom, providing a reasonably close connection with the Kennedy Center shuttle and GWU.
3. It is the only convenient transport between Dupont Circle and M Street in Georgetown. (The D6 and D2 do not serve M Street)

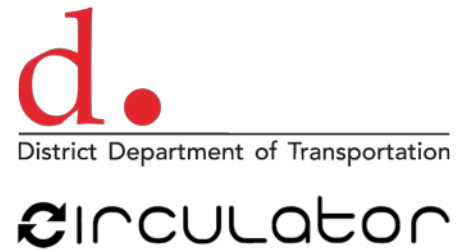
The problem:

The “Dupont Circle” circulator never gets sufficiently close to Dupont Circle. Right now, it only serves the southeast side, near Farragut. It runs down New Hampshire Ave and its last stop is a distant three blocks from Dupont Circle. This is out of the way for much/most of the potential Circle users.

The easy fix:

Alter the circulator’s route from Rosslyn to Dupont Circle as follows: have the bus turn north up 22<sup>nd</sup> Street, passing the Marriott and Embassy Suites, and turn right at Q or P Street to Dupont Circle. Consider moving the last stop to Dupont Circle, at the corner of Mass and 20<sup>th</sup> Street or P and 20<sup>th</sup> Street. Yes, this will add some additional run time, but it will significantly expand service.

2. Bus service is needed along Massachusetts Avenue between Dupont Circle and Union Station. In addition, bus service is needed between Dupont Circle and Cleveland Park



There is currently no bus service between Dupont Circle and Union Station except for a time-consuming circuitous route along K Street and through busy downtown on the D6. With Mass Ave continuing to grow as a population corridor (Dupont Circle, Logan Circle, Convention Center area, Union Station area), bus service along this street is required, and a limited stop Circulator would be ideal.

Further, instead of starting/ending at Dupont Circle, it could continue up Connecticut Avenue as far as the Zoo, providing service, along that corridor, which currently does not exist.

3. Need service between Dupont Circle and Foggy Bottom / Kennedy Center.

This could be resolved if the Dupont Circle – Rosslyn circulator is slightly rerouted to truly serve Dupont Circle. (See #1 above.)

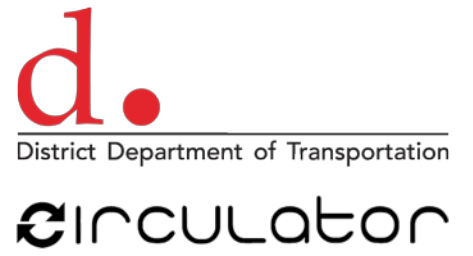
4. Redesign the buses and buy American

Make the buses narrower and more nimble. You can have these buses smaller if you alter the ‘designer’ but impractical seat configurations. Significantly reduce the 4 seats facing each other as they are just not popular for over two people. Lower windows so that low seats have a view. The Mall buses should have only seats on the sides, lots of standing room, and three doors.

And buy these buses from an American company and have them made here!

5. Maintain the fare

Circulator buses should be inexpensive shuttles. If Baltimore can run these free, we should be able to at least keep the fare at \$1. Offer a \$5 one-day Circulator fare for those using it as hop-on, hop-off.





RECEIVED JAN 17 2014



January 7, 2014

Mr. Terry Bellamy, Director  
DC Department of Transportation  
55 M Street, SE  
Suite 400  
Washington, DC 20003

Re: Dupont Circle-SW Waterfront Circulator Route

Dear Mr. Bellamy:

It has come to our attention that the *DC Circulator Transit Development Plan* is being revised. The *DC Circulator Transit Development Plan*, completed in 2011, is the city's guide to the growth of the Circulator system over a 10-year period. The plan includes in its first phase a new Circulator route between Dupont Circle-SV/ Waterfront via 17th Street and Connecticut Avenue. Keeping in mind that Circulator service for the National Mall is planned to begin in 2015, the Dupont Circle-SW Waterfront route (we like to call it the Smithsonian Connector) will provide easy access between the National Mall, the White House, Connecticut Avenue, and Dupont Circle. While we love the Metro, the Circulator is a valuable service for tourists visiting sites who also want to see and patronize retail shops and restaurants - connecting the Mall with Connecticut Avenue.

We know that DDOT is currently updating the *DC Circulator Transit Development Plan*. And the City Council has also requested a report from DDOT that evaluates specific route additions not specific to the *Plan*. And, at this time we believe the report does not include the Dupont Circle-SW Waterfront route. This report is due to council at the end of January before the *DC Circulator Transit Development Plan* update, which is scheduled to be completed in the spring.

I urge you to do whatever is in your power to include the Dupont Circle-SW Waterfront Circulator route in the report so that it may be included in the revised *DC Circulator Transit Development Plan*. We want visitors to access and see the best Washington has to offer.

Please contact me at (202) 656-4487 or [execdirector@w.dupontcircle.biz](mailto:execdirector@w.dupontcircle.biz) if you need anything.

Sincerely,

Bill McLeod  
Executive Director