

# DC Circulator

## Transit Development Plan



TPB Regional Bus Subcommittee  
October 26, 2010

# About the Circulator

## System

- Five year-round routes:
  - Georgetown-Union Station
  - Convention Center – Waterfront
  - Woodley Park – Adams Morgan
  - Union Station – Navy Yard
  - Rosslyn – Georgetown – Dupont Circle
- One seasonal route:
  - Smithsonian - National Gallery of Art

## Vehicles

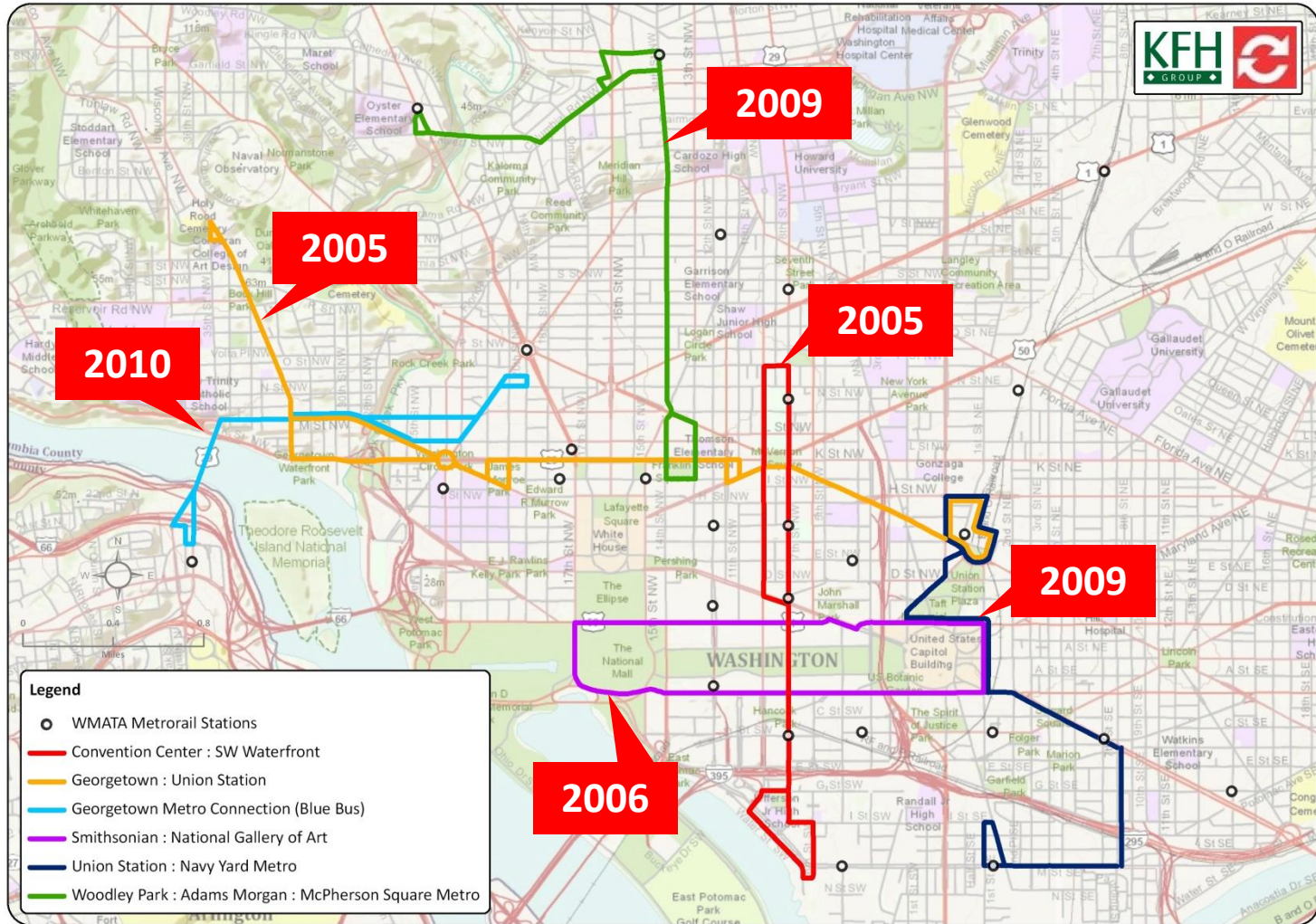
- 35 40-foot low-floor vehicles
- 14 30-foot low-floor vehicles

## Brand/Core Values

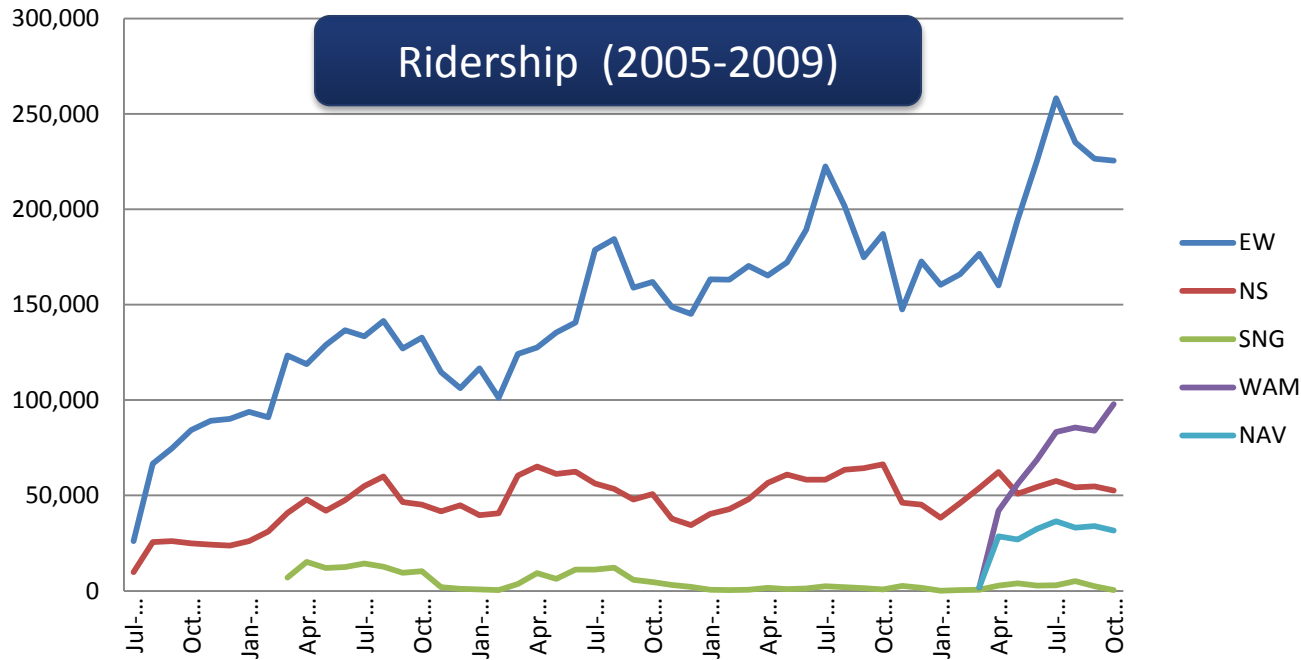
- High quality service
- High-frequency
  - 10 minute headways on entire span of service
- Comfortable
- Easy to use and understand



# Evolution of the Circulator



# Transit Development Plan



- Growing demand for service
- Need for comprehensive plan to guide future growth

# Transit Development Plan

## Goals

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

## Project Team

- DC Surface Transit
- DC Office of Planning
- DC Council
- WMATA
- National Park Service
- National Capital Planning Commission



# Transit Development Plan

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- **Phase I: Public Input & Needs Assessment**
  - Collect input from key stakeholders
    - Rider survey, focus groups, Community Advisory Panel, interviews
  - Review previous planning efforts
    - How does DC Circulator fit in with other transit plans & projects?
- **Phase II: Strategic Goals & Objectives**
  - Use Phase I findings to develop:
    - Strategic *goals* to guide growth over the next ten years
    - Specific, achievable *objectives*
    - Performance *measures* to provide planning framework
- **Phase III: Prioritize Future Growth**
  - Identify corridors for expanded service over the next 5-10 years
    - Based on criteria developed through public input
  - Develop potential routes for short-term implementation

# Phase I

## Rider Profile

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

Age	
18-24	22%
<b>25-34</b>	<b>33%</b>
35-49	24%
50-65	18%
66+	3%

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

Highest Education Level	
High School	12%
Some College/Tech	22%
<b>College or Grad School</b>	<b>61%</b>

# Phase I

## Trip Profile

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


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



# Phase I

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

## Goals & Objectives

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- 1:** Provide a high quality transit network that meets the Circulator's core values.
    - High frequency, easy to understand
  - 2:** Support a transit-oriented lifestyle.
    - Serve multiple trip purposes, connect activity centers, add capacity to the transportation network, connect modes
  - 3:** Improve mobility within and access to and from the monumental core.
    - Offer transit options between monumental core, key visitor destination centers, and multi-use activity centers in the District
  - 4:** Support economic activity in existing and developing multi-use activity centers.
  - 5:** Maximize financial and operational return on investment.
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# Phase II

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## **Sample performance measures:**

- Number of Activity Centers Served
  - Existing One-Seat Ride End to End
  - Existing Transit Connections between Activity Centers
  - Variety of Land Uses at Activity Centers Served
  - Number of Direct Connections from the National Mall to Activity Centers
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# Phase III

- Identifying key activity centers

- **Why connect activity centers?**

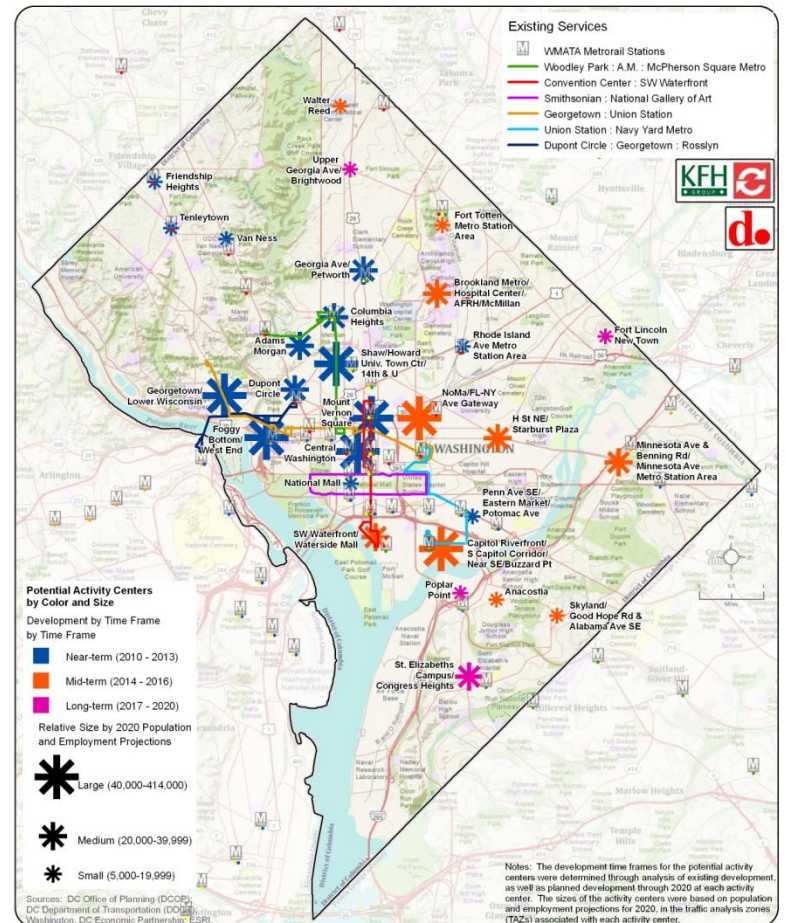
- Potential for all day ridership
- Operational efficiency – can offer all-day 10 minute headways
- Support multiple trip purposes
- Connect visitors, workers, and residents to key destinations
- Support economic activity at existing and emerging centers throughout the District

## What is an activity center?

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

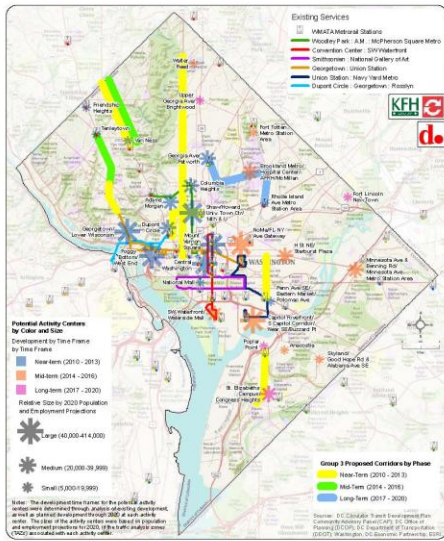
# Potential Activity Centers

- **Size of stars:** estimated population and employment by 2020
  - Large: 40,000 and above
  - Medium: 20,000 to 39,999
  - Small: 5,000 to 19,999
- **Color of stars:**
  - **Near-term:** existing or by 2013
  - **Mid-term:** 2014 to 2016
  - **Long-term:** 2017 to 2020

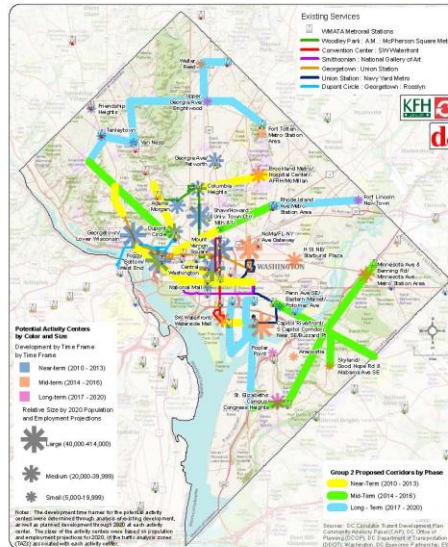


# Corridor Development

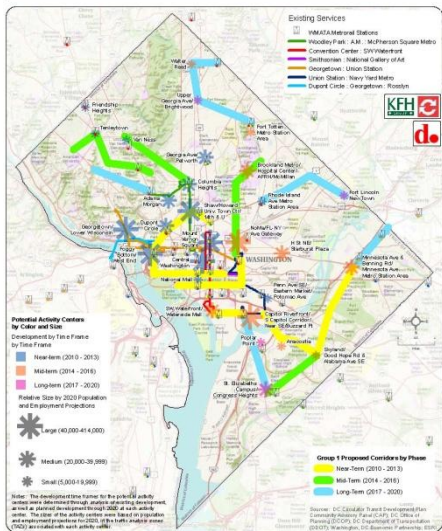
DC Circulator Corridor Network Proposed by Community Advisory Panel Group 3



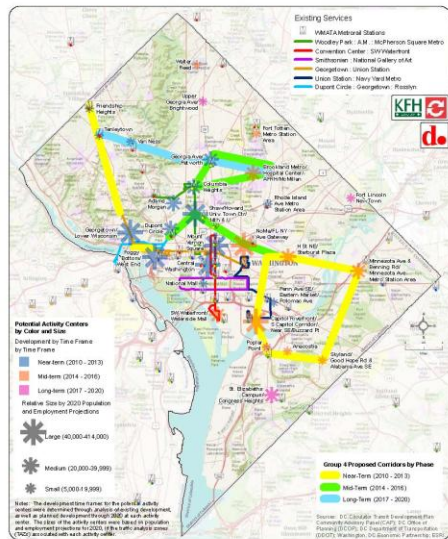
DC Circulator Corridor Network Proposed by Community Advisory Panel Group 2



DC Circulator Corridor Network Proposed by Community Advisory Panel Group 1



DC Circulator Corridor Network Proposed by Community Advisory Panel Group 4



- Mapping exercise with Community Advisory Panel and Circulator Operations Committee
- Considering future Streetcar corridors
- ... and corridors eliminated from Streetcar analysis and other express service

# Corridor Development


		Goal 1: Core Values			Goal 2: Transit-Oriented Lifestyle				Goal 3: Mobility & Access to Monumental Core	
		Activity Centers Served	Size of Activity Centers	Existing One-Seat Ride End to End	Existing Transit Connections between Activity Centers	Metrorail Stations Served; & Connections to High Frequency Metrobus Lines	Connects Two or More Metrorail Lines	Variety of Land Uses at Activity Centers Served	Traverses the Mall	Visitor Destinations Served <sup>d</sup>
	New Route/Change to Existing									
<b>CORRIDORS</b>										
Tenleytown-Van Ness-Adams Morgan-Columbia Heights- GA Ave/Petworth-Brookland/Hospital Ctr	New	●	●	●	●	●	●	●	●	●
Dupont –National Mall (WWII Memorial) – SW Waterfront Navy Yard (via M St SW)	New	●	●	●	●	●	●	●	●	●
Adams Morgan – U Street/Howard U/Shaw – NoMa (and Union Station) – H St/Starburst	New	●	●	●	●	●	●	●	●	●
Union Station – National Mall (Capitol) – Capitol Riverfront (via 2nd St SE, not serving Barracks Row) – Anacostia – Skyland – possible extension to Minnesota Ave Metro	New	●	●	●	●	●	●	●	●	●

- Screening potential corridors based on selected performance measures

# Next Steps

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- Public meetings to solicit input on selected corridors
    - Nov 6, 6-8 PM, MLK Library
    - Nov 13, 1:30-3:30 PM, Benning Library
  - Phasing of selected corridors (3, 5, & 10 year phases)
  - Route development for first phase corridors
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# Questions? Comments?

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