



DC Circulator

2022 Proposed Service Changes

MWCOG –TPB- RTPS

October 18, 2022

Agenda

1. Project Background
2. Overview Timeline of Project
3. TDP Public Outreach Overview
4. Proposed Changes
5. Timeline
6. Questions and Answers



PROJECT BACKGROUND

Transit Development Plan (TDP): 2020 Updates

- Recommends the **expansion and the reintroduction** of Circulator service to Ward 7
- Proposes **opportunities for improvements** to the Circulator system's operations and performance District-wide.

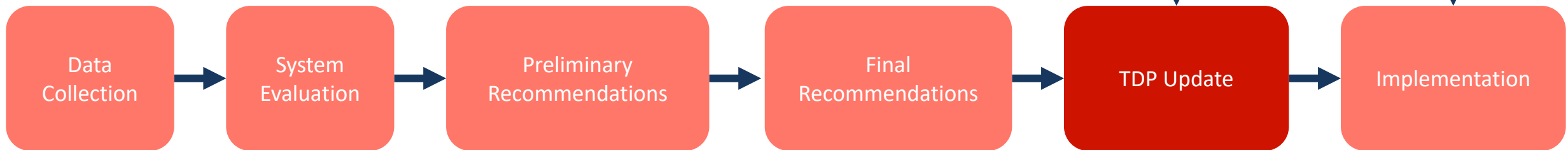


TDP Process: Phase 5 TDP Update & Implementation

- Planning process was delayed due to pandemic.
- Ongoing efforts for facility accommodation and electrification of fleet also impact information shared the timelines for implementation of some of the recommendations.

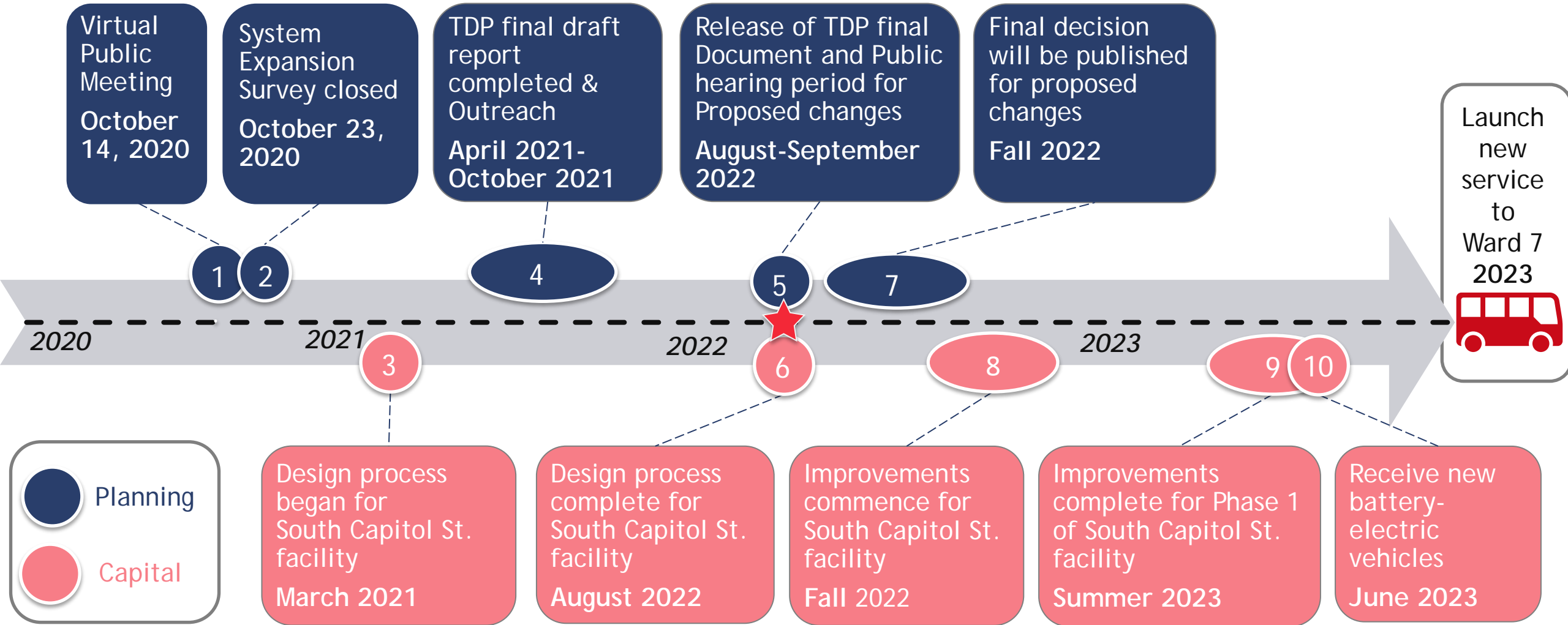
Public Outreach & Involvement

The Final TDP Release will include an additional public comment period as well as a public hearing.



We Are Here

Timeline for TDP Project



TDP Public Outreach Efforts

January 2020 - April 2020

- **1,733 people provided feedback** about the DC Circulator system expansion and 1,456 people about the DC Circulator system evaluation.
- Between January and April 2020:
 - DDOT presented and collected feedback at 14 Ward 7 ANC and civic association meetings.
 - Residents provided suggested destinations for the new route in writing, emails, and online interactive map.
 - Ward 7 and 8 residents and community leaders participated in a virtual focus group on September 2020.

“The Circulator needs to provide service in Ward 7 and more expansive service than the line that went to Hillcrest. It’s a shame the lowest-cost transportation in the city does not serve the population with the least amount of financial resources!”

- Ward 7 Resident



What we heard: Focus Group

- **Ward 7 and 8 residents** and community leaders participated in a **virtual focus group** on September 14, 2020.
- Feedback was provided about the **planning process** where residents requested DDOT open review of all **seven proposed Circulator route alternatives** via the System Evaluation Survey.
- **DDOT incorporated findings** from the resident focus group with feedback received from community meetings, written responses and online responses during the January to April public outreach period.



Introduction Questions

A. Introduce yourself.

- What part of Ward 7 or elsewhere do you live?
- What other neighborhoods or destinations within Ward 7 do you visit frequently?

B. What places outside Ward 7 do you need to travel to?



What We Heard: Findings

- Top destinations mentioned in surveys:
 - Ward 7 (31 comments), including:
 - To Benning Road Metro (5)
 - Along Pennsylvania Avenue to downtown (4)
 - To Minnesota Avenue Metro (3)
 - More routes connecting to Union Station (17 comments), including:
 - Good Hope Shopping Center to Union Station (2)
 - Rhode Island Avenue NE and vicinity (14 comments), including:
 - Ivy City (4)
 - Bloomingdale (2)
 - North Capitol St/Michigan Ave (2)

Destinations	Number of mentions	Location
Benning Road	21 mentions	Ward 7
Skyland Town Center	18 mentions	Ward 7
Dakota Crossing/Fort Lincoln	12 mentions	Ward 5
Minnesota Avenue Metro Station	12 mentions	Ward 7
Union Market	12 mentions	Ward 6
Benning Road Metro	9 mentions	Ward 7
Good Hope Road	8 mentions	Ward 8
Minnesota Avenue SE	8 mentions	Ward 7
Nannie Helen Burroughs	8 mentions	Ward 7
Union Station	8 mentions	Ward 6
Ivy City	7 mentions	Ward 5
Pennsylvania Avenue SE	7 mentions	Ward 7
Fort Dupont Ice Rink	6 mentions	Ward 7
H Street NE	6 mentions	Ward 6
Kenilworth Aquatic Garden	6 mentions	Ward 7
Benning Ridge	5 mentions	Ward 7
Naylor Road	5 mentions	Ward 7
Penn Branch	5 mentions	Ward 7

TDP Draft Public Outreach Efforts

April 2021 – July 2021

- Supplemental outreach gathered 398 of comments
- Between April – July 2021
 - 7 Virtual ANC meetings
 - Call in "Office Hours"
 - Text message campaign and email blasts
 - Social media campaign
 - Meet the Riders "Pop Up" Events
- 2021 outreach affirmed the TDP's findings and recommendations, including advancing the fully-funded alternative for the Ward 7 extension from Union Station to Deanwood





Proposed Changes

Short Term Recommendations (Proposed implementation 2023)

- **Route GT-US: stop consolidation recommended from 2017 TDP**
 - Can improve **productivity, running time, and reliability**
 - DC Circulator standard is **four stops per mile**
 - GT-US's average stop spacing is **4.9 stop per mile**
 - **Low** number of boardings
 - Removing **11 stops**



Stop Consolidation

- Remove eastbound and westbound stops at New York Avenue NW & 9th Street NW
- Remove eastbound stop at K Street NW & 11th Street NW
- Remove eastbound stop at Pennsylvania Avenue NW & 21st Street NW
- Remove westbound stop at 21st Street NW & K Street NW
- Remove eastbound stop at Pennsylvania Avenue NW & 28th Street NW
- Remove eastbound stop at M Street NW & Thomas Jefferson Street NW
- Remove eastbound and westbound stops at Wisconsin Avenue NW & P Street NW
- Remove eastbound and westbound stops at Wisconsin Avenue NW & R Street NW

Mid-term Recommendations

(Proposed implementation summer 2023)

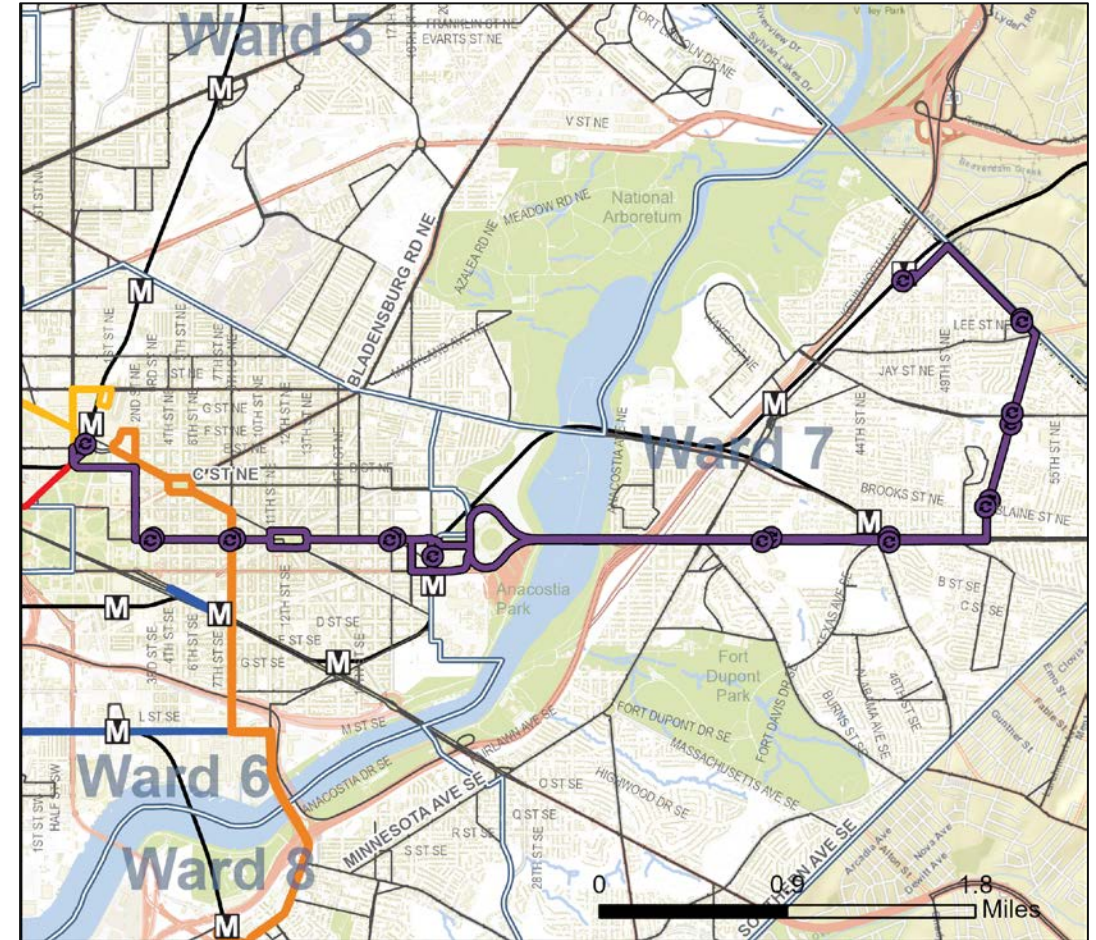
- Introduce new route from Deanwood Metro station to Union Station
 - The route is 14.56 miles long
 - New route would require 12 peak vehicles and 58,450 annual revenue hours
 - Route connects to all three existing Circulator routes at the proposed transit hub on E street NW outside of Union Station



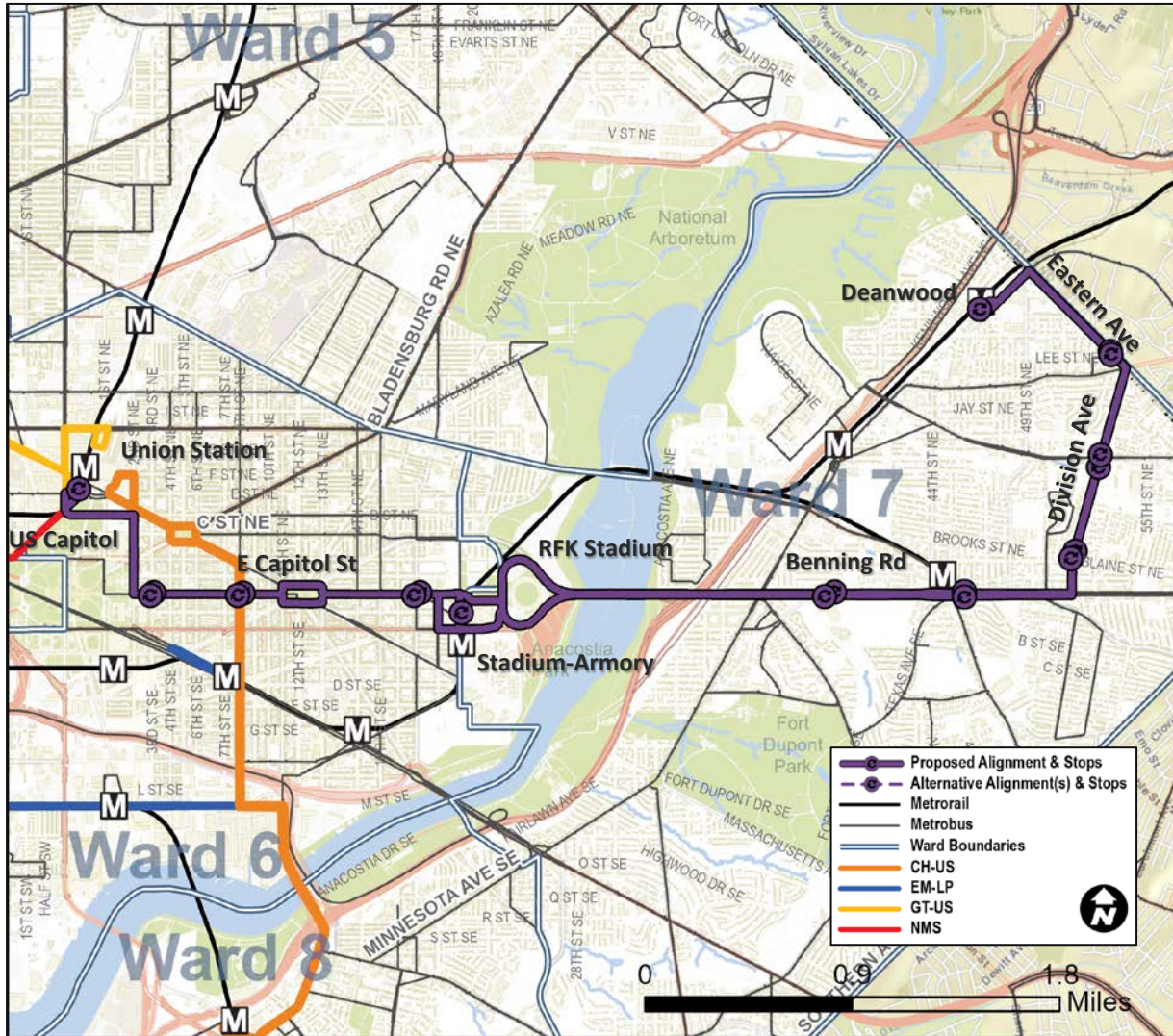
Mid-term Recommendations

(Proposed implementation summer 2023)

- Most travel pattern data show significant east-west activity and trip making across the river to Union Station, Capitol Hill, and points further westward.
- Route expands transit to new unserved areas (East Capitol Street west of the Anacostia River) and provides a unique one-seat ride to Union Station and Capitol Hill from Benning Road, Division Avenue, and Deanwood.
- The most popular among the seven presented in a public survey (it was the first choice for 36 percent of respondents, almost triple the next two most popular routes).
- Route has 12 stops (63 percent) in Ward 7 and seven stops (37 percent) in Ward 6.



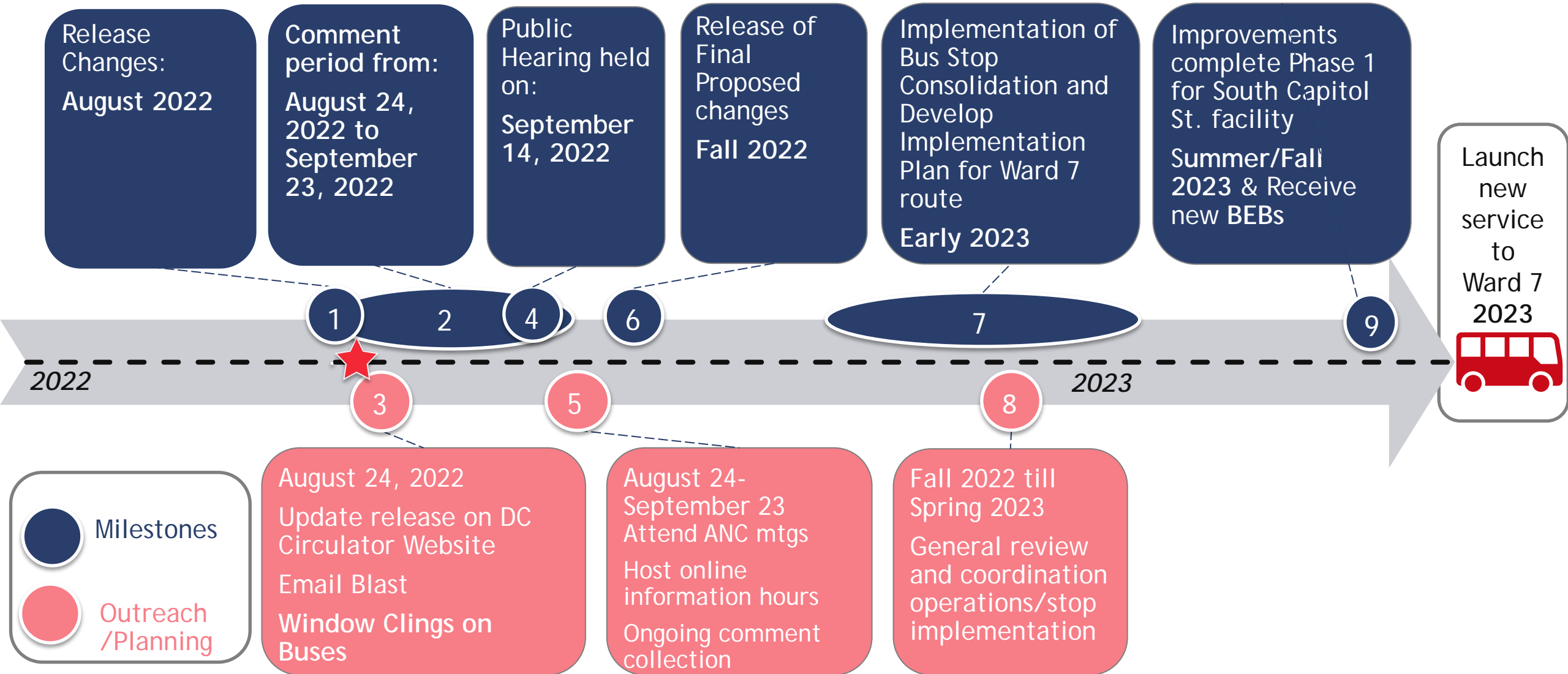
Locally Preferred Route | NE1: Union Station – Deanwood



- Provides a unique east/west connection between Ward 6 and Ward 7
 - Supplement the existing WMATA Route 97 service, which only operates in peak hours
 - Serves Deanwood, Benning Rd, Stadium Armory, and Union Station Metro Stations.

Statistic	Alternative NE1
Full Route Miles	14.56 miles
Full Cycle Time (AM Peak)	110 minutes
Peak (PM) Vehicles Needed	12
Estimated Weekday Daily Ridership	3,821
Estimated Annual Operating Costs	\$5,428,066
Percent of Alignment in Ward 7	68%
Key Connections Within ¼ mile of Route	
Grocery Stores	1
Shopping Center	3
Hospitals & Primary Care Centers	5
Schools (all types)	23
Activity Centers	7
Metrobus Routes Intersected	12
Jobs	25,533
Population	44,049

Timeline for Proposed Changes & Ward 7 Implementation



Results so Far

- DDOT received 63 written comments.
- 42% of the comments received were in support of the new Ward 7 route and bus stop consolidation efforts in the GT-US route.
- Reviewing recommendations to retain stops along Wisconsin Avenue; add stops at Lincoln Park for new Ward 7 route; and concerns for Ward 7 route alignment servicing 2nd Street and impacts to road closures due to proximity to the US Capitol and US Supreme Court.

Next Steps

- Complete summary report of proposed changes in fall 2022, including Outreach Report, Comments and Major Service Adjustment Plan. Release documents to the public.
- Begin the new Ward 7 route operational implementation plan.
- Begin GTUS bus stop consolidation plan.



QUESTIONS AND ANSWERS



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Thank You!



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District Department of Transportation