



Adams Morgan BID ★ Capitol Hill BID ★ Capitol Riverfront BID ★ Coalition for Smarter Growth ★ Destination DC
Downtown BID ★ Events DC ★ Federal City Council ★ Georgetown BID ★ Golden Triangle BID ★ Greater Greater Washington
Mount Vernon Triangle CID ★ NoMa BID ★ Rosslyn BID ★ Southwest BID ★ Washington Area Bicyclist Association
1440 G Street NW ★ Washington, DC 20005 ★ 202-681-0509 ★ info@dcstcoalition.org

Mr. Leif Dormsjo
Director, District Department of Transportation
55 M Street, SE
Washington, DC 20003

July 10, 2017

Dear Director Dormsjo,

DC Sustainable Transportation (DCST, formerly DC Surface Transit) appreciates DDOT's work to develop the latest Circulator Transit Development Plan (TDP). The DCST coalition would like to submit the following comments on the TDP.

General Comments

1. We support DDOT's efforts to ensure that its Circulator service, given budget and fleet constraints, provides the service that serves the greatest numbers of District residents with simple, reliable, and relatively speedy service.
2. We emphasize that Circulator service has been promised at ten minute headways all day, and urge DDOT to restore that level of service as soon as possible. Current on-time performance metrics set a 12-minute goal while the public promise (such as on the website) is for 10, and we urge that both the goal and reality be restored to 10 minutes.
3. We support DDOT's efforts to secure land for a new bus garage (and then build such a garage) and ask the District government to select a site and plan a garage that includes capacity for future fleet growth, if such a site is available in a suitable location.
4. Unlike the past TDP, the current one does not provide predicted ridership levels or other performance metrics for the new lines, nor compare them to existing lines. We would like

to see benchmarks for the new lines and a plan to compare real-world performance to anticipated performance after a period such as six months.

5. As the Circulator has grown, there has come to be more similarity in mission between Circulator routes and some Metrobus routes, leading to a dynamic where some riders want to ride "Circulator" and do not take Metrobus even though a Metrobus route may serve the particular area they wish to reach and with frequent service. Further, the Circulator has shifted away from the mission of transporting riders on and off the Mall, though doing so is still an important goal.

We encourage DDOT to engage in a discussion with WMATA and advocates to identify ways to better align brands with customer use cases, to promote Mall connectivity, and to pursue cross-promotions to inform riders about Metrobus routes that serve similar markets to Circulator routes, including the 30s, 70s, and 90s buses.

6. The 2014 TDP recommended new service to NoMa. The current TDP does not recommend adding such service. We request that DDOT provide more detailed information about the reasons for this decision, and further, work with NoMa to identify specific mobility needs and transit solutions to meet them.

Union Station-Navy Yard and Potomac-Skyland reconfigurations

1. We support the proposal to establish a route from Eastern Market to M Street SE/SW to L'Enfant Plaza.
2. We support the proposal to eliminate Eastern Market-Potomac Avenue service and route buses from east of the Anacostia River to Union Station, selecting the alternative of utilizing 4th and 6th streets NE/SE between Pennsylvania Avenue SE and Massachusetts Avenue NE.
3. We request that all Circulator routes at Union Station stop in the same area for ease of wayfinding and potential transfers.
4. We support the proposal for game day service to the soccer stadium. We further request that DDOT add sufficient bus stops or make other arrangements to provide two-way service during games as soon as possible. It will be confusing to riders transferring from and to Metro to be unable to use the same Metro stop to both get to and from the stadium, and riders who live along the Circulator route would not be able to easily take it both before and after the game.
5. With respect to the route east of the Anacostia River, we request that DDOT make this determination based on feedback from the Anacostia BID, businesses, residents, Advisory

Neighborhood Commissions, and other stakeholders in the affected neighborhoods.

6. As above, we request DDOT create benchmarks for anticipated performance (such as ridership) for these new lines. If after a trial period the new lines are not performing as anticipated, we ask that DDOT consider improvements or revisions in order to meet the transportation need most effectively and ensure the new lines are a success.

Union Station-Georgetown and Rosslyn-Dupont reconfigurations

1. We support extending the Rosslyn-Dupont Circulator to U Street and Howard University. There is a need for service between Rosslyn-Georgetown-Dupont and the southern end of Adams Morgan, U Street, and the Howard University area. Connecting these areas would bring increased ridership to the line and meet a mobility need for people in a corridor that is currently underserved by bus transit.
2. We applaud DDOT's efforts to improve service on Union Station-Georgetown and urge continued efforts to reduce headways and crowding. Some stops, like the one at 5th Street and Massachusetts Avenue NW, are frequently crowded, with passengers often waiting multiple cycles for a bus with passenger capacity. The magnitude of this problem will only intensify given the number of new commercial and residential buildings that have recently delivered or will soon deliver in and around Mount Vernon Triangle.
3. We prefer that no riders lose bus service, and we understand that demand at peak times on Wisconsin Avenue often exceeds the capacity of the 30s bus service. If the Circulator is to no longer serve Wisconsin Avenue, we encourage DDOT to work with WMATA to improve service on the 30s line. We note that as WMATA has recently cut some bus service, there is available fleet capacity for Metrobus, and ask the District to push for 30s service sufficient to meet the demand for frequent buses on Wisconsin Avenue.
4. We support removing the stop in the Union Station garage but (as above) recommend that all Circulator routes at Union Station stop in the same area for ease of wayfinding and potential transfers.

Thank you,

A handwritten signature in black ink, appearing to read "David Alpert". The signature is fluid and cursive, written in a professional style.

David Alpert
Executive Director
DC Sustainable Transportation

