

# DC Neighborhood Circulation Study

## New Circulator Route Arrives in Mt. Pleasant

On March 30, 2009 DDOT, in partnership with WMATA, launched the New NW Circulator serving Woodley Park, Adams Morgan, Columbia Heights, 14th Street and McPherson Square. The new route seeks to improve connections in the NW quadrant of the city, especially for Mt. Pleasant residents. The findings of the DC Neighborhood Circulation Study show a need in the community to connect residents with activity centers both inside and outside the immediate community. Some of the stops of the route include connections to all Metrorail lines, the DC Circulator Union Station-Georgetown route and over 10 metro bus lines! The service runs seven days a week, now including late hour service during the weekends to provide connections to major activity centers in Adams Morgan, Columbia Heights, U Street and Logan Circle. It is through community participation and the support of Councilmember Jim Graham that this new service has become a reality.



Residents participate in the public meeting held in Ward 1

### We want to hear from you.

If you have any questions regarding the DC Neighborhood Circulation Study or would like to have WMATA and DDOT staff come to discuss the findings of the study with your organization, please call the project hotline on 202.561.3700 or visit the project website [www.dcgetinvolved.com/circulationstudy](http://www.dcgetinvolved.com/circulationstudy).

## WMATA and DDOT engage community residents about connectivity issues.

The Washington Metropolitan Area Transit Authority (WMATA) and the District Department of Transportation (DDOT) facilitated four community meetings across the city in December 2008 to present recommendations from the Neighborhood Circulation Study. These recommendations were the result of preliminary study findings and feedback gathered from the public in the first round of community meetings held in September 2008.

The second round of meetings afforded the study team an opportunity to go back to the community to receive additional input on potential service improvements. Across the city, residents expressed a common desire to

be more connected to shopping, work, and each other. For example residents in the Adams Morgan area commented that the walk to Woodley Park was long and would like a better connection to the stores and restaurants in that corridor. Similarly, residents in both Trinidad/Benning Heights and the Bellevue/Congress Heights community expressed a desire to have a better connection to activity centers such as Eastern Market, Potomac Avenue and other centers west of the Anacostia River. Comments and feedback from the residents who attended the December meetings played a crucial role in refining the Study Team's initial concepts into a set of final recommendations (See page 3 for details).

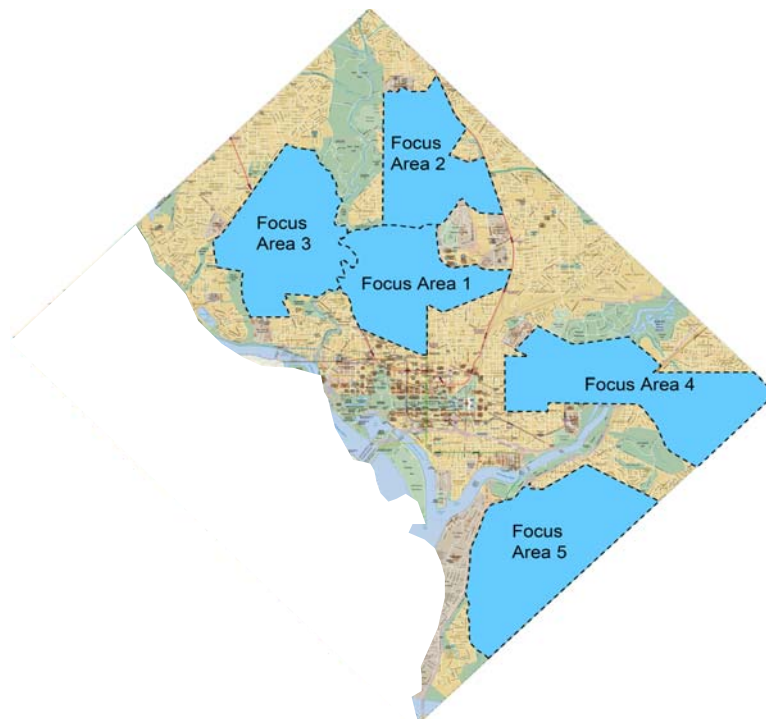
## Potential Service Improvements

The next step in the DC Neighborhood Circulation Study is to look at the feasibility of providing the potential service improvements. At this time, the only service improvement that has received funding for implementation is the new DC Circulator Route in Northwest. WMATA and DDOT are committed to bridging the connectivity gaps in our communities. After studying these gaps, the Study Team have made several recommendations for each of the 5 focus areas in the final report.

These recommendations for new bus routes include two types: neighborhood shuttles and cross-town routes. Shuttle routes are recommended to connect people, neighborhoods, and activity centers inside each focus area. Cross-town routes are recommended to provide connections between neighborhoods and activity centers across the District that are not well connected today.

The phasing of the recommendations is divided into two categories, Phase I and Phase II. Recommendations in Phase I could be implemented within six months to two years (although delays remain possible), while Phase II recommendations are those that are expected to take more than two years. Phase I improvements include items such as route extensions and changes to service frequency and span. The implementation of Phase II improvements would require a longer effort in public engagement and budgeting. Phase II improvements would include implementation of new bus routes.

**The DC Neighborhood Circulation Study Technical Analysis identified five focus areas within the District where transit connectivity is challenging for some transit riders.**



## Circulation Study Recommendations

The DC Neighborhood Circulation Study findings identified issues specific to each focus area. Below you will find a brief summary of study findings. If you would like to review the recommendations and the new or modified routes suggested for each area click [Focus Area](#) or visit [www.dcgetinvolved/circulationstudy/finalreport](http://www.dcgetinvolved/circulationstudy/finalreport).

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

Focus Area 1 has both excellent connectivity and challenging mobility issues due to location. North-South travel in this area is relatively easy but overcrowding presents concerns. The connectivity issues in this area are mostly identified through East-West travel.

#### **Recommendations:**

- Implement NW DC Circulator
- Implement Petworth-Adams Morgan Shuttle
- Implement Woodley Park-Rhode Island Avenue Shuttle

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

Focus Area 2 has few barriers to connectivity for its residents. Most of the routes servicing this area operate North-South on the major arterials with only two routes operating East-West. Residents seem to have little difficulty connecting to downtown and other areas of the city.

#### **Recommendations:**

- Extend 60-series to downtown Washington during all times of the day.
- Implement Petworth-Takoma-manor Park Shuttle

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

There are many parks, restaurants, retail and large campus-like nodes of development in Focus Area 3. The combination of these activity centers create significant traffic issues and barriers in connecting residents through and around the area.

#### **Recommendations:**

- Extend the N8 Route: GU-AU-UDC Shuttle

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

The most significant barrier in Focus Area 4 is the Anacostia River. Residents living on both sides of the river face connectivity issues as it relates to accessing activity centers on the other side of the river. Residents are able to overcome this barrier with service, but face the issues of transferring multiple times to reach their destinations.

#### **Recommendations:**

- Increase the frequency of the X8 route to every ten minutes in the AM and PM peaks, and operate the route at a frequency of every 15 minutes during off peak periods.
- Increase route X3's span of service to 15 hours (6am to 9pm) and frequency to every 20 minutes.
- Implement Trinidad-Lincoln Park-Stadium-Armory Shuttle
- Implement Benning Heights-Capitol View—Trinidad Shuttle as a replacement and extension of the U8.

### **Focus Area 5: SE DC/Anacostia/Washington Highlands**

The geographic composition of Focus Area 5 creates difficulties in connecting residents within and outside the area. Similarly to Focus Area 4 these barriers are manageable with routes, but overly burden residents with multiple transfers.

#### **Recommendations:**

- Extend W6/W8 Route to include the Pennsylvania Avenue SE Corridor.
- Congress Heights-The ARC-Good Hope Shuttle

### **Crosstown Route Recommendations**

#### **Concept #1: Connection between Focus areas 1,2 & 3:**

The proposed route would begin on Georgia Avenue NW and terminate at the Tenleytown-AU Metrorail Station. This route will provide greater access to the Georgia Avenue Revitalization Initiative.

#### **Concept #2: Connection between Focus areas 1,2,4 & 5:**

The proposed route begins at the Takoma Metrorail Station and terminates at Congress Heights Metrorail Station. Following part of the 62 alignment and the 90/92/93 alignment, this route will provide access to the Washington Hospital Center, and the Brentwood Shopping Center.

#### **Concept #3: Connection between Focus areas 4 & 5:**

The proposed route will originate at the Capitol Heights Metrorail Station and terminate in Maryland at the Eastover Shopping Center. This route not only provides access to the Anacostia Metrorail Station as well as the Good Hope Road Corridor.

#### **Concept #4: Focus Areas 1 & 3:**

The proposed route would originate at the Brookland-CUA Metrorail Station and will terminate on Wisconsin Avenue NW at Whitehaven Parkway. NW. This route allows for residents to connect to the Georgetown-Union Station DC Circulator Route.

A copy of the final report can be found on the project website <http://www.dcgetinvolved.com/CirculationStudy/>, and the following libraries: Mt. Pleasant Neighborhood Library—3160 16<sup>th</sup> Street NW; Petworth Neighborhood Library—4200 Kansas Avenue NW; Chevy Chase Neighborhood Library—5625 Connecticut Avenue NW; Capitol View Neighborhood Library—5001 Central Avenue SE; Washington Highland Neighborhood Library—115 Atlantic Street SW.