

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
1	A Kaufman	I am a Ward 6 (Capitol Hill area) resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and increase the connectivity between Wards 6 & 8.	
2	AD Saunders	I am a Ward 7 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports. This route directly affects me and my commute on a daily basis.	
3	A Donovan	This route would be a great addition, and a stop at the new Wharf development would be really helpful.	
4	A Shah	Dear DDOT, We live in NE on Capitol Hill and frequently use the Union Station-Navy Yard Metro route to take our daughter to school. In the summer we use the route often to go to Nationals games and to go to Yards Park. The proposed changes would severely impact my family's ability to get our daughter to school and access Yards Park and Nationals Park. It would also reduce our ridership on DC Circulator from regular users to almost-never users. Thank you for considering my comments. Adam Shah	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The realigned Union Station - Congress Heights route will serve Union Station and Navy Yard.
5	A Page	WMATA is already planning to get rid of the V5. If we get rid of the Circulator on Good Hope, there will only be one bus line left that will take us from our neighborhood to downtown, which will *greatly* inconvenience workers and students traveling to school across town. Lastly, the Circulator guarantees headways of 10 minutes, but the proposed replacement headways for the 92 are only every 10 minutes during peak hours, which will inconvenience seniors and students returning home after school.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase frequency on the 92.
6	A Page	The WMATA rep at the open house stated that the 92 has a ridership of 1300 a day across the bridge, DDOT said Circulator on its current route has 1400 a day. It seems to me that those riderships are roughly equally, so the City should consider retaining the current Circulator route. Comparing PS to more affluent routes in the city, that's unfair. Fewer people in this area are employed, so therefore fewer people will use it less for commuting, but that doesn't mean that people don't have to travel, especially our students and seniors.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
7	A Schroeder	Please update to service the NoMa neighborhood, as there are an increasing number of people (me included) looking for an alternate route to work beside metro.	DDOT studied the NoMa neighborhood from 2015 to 2016. The analysis found that the NoMa area is well-served by high frequency transit. Overall, the routing options within NoMa are very constrained and generally duplicate service. One way to provide additional connectivity would be to utilize M Street and 4th Street. However, residents opposed the use of these streets, and M Street has speed bumps which can damage buses and cause rider discomfort. DDOT will reconsider this area of Washington, DC in future TDP updates as it monitors continued growth to evaluate if additional transit service capacity is warranted.
8	A Berley	Dear Sirs, I am writing to express my full support of the new Congress Heights to Union Station via Anacostia Circulator route shown in final DC Circulator 2017 Transit Development Plan Update (see Section 4.3.2 and Figure 9.) This new modified route will meet a great need of residents and commuters in this growing area of Ward 8. Thank you very much.	

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9	A Duncan	I am concerned that the Potomac Ave station will no longer have a stop. I encourage the decision makers to consider keeping the Potomac Ave stop and keep the proposed service extension to Union Station. I like that the \$1 fare will be maintained.	The Potomac Avenue section of the current PS route suffers from low ridership likely due to Metrobus and Metrorail service. Realigning the route will use District resources most effectively.
10	A Fansmith	There is already too little north-south transportation on the Hill. Adding in a transfer to get to Union Station from Navy Yard is ridiculous. It adds to the commute of ppl traveling btw Navy Yard and Union Station. It makes traveling to the new Navy Yard and Southwest areas more difficult for Hill residents. This will negatively impact local businesses in the area, too.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
11	A Teixeira Sulier	Dear DDOT, I live in Navy Yard so I use the Union Station - Navy Yard circulator servicing those areas quite a bit. It's the only way to get to the other side of the Hill via public transportation that makes any sense. The drivers are always friendly and the buses are so nice and clean. I know you haven't had a lot of ridership loyalty on this route all the way to Union Station but to cut out the connection to Union Station would be a real loss. As a central transportation hub of the city and a great dining and shopping spot, it is nice to have as a destination on this circulator. Without it, Navy Yard would require a metro commute with a transfer for a destination that is only 1.5 miles apart. I would encourage you to keep the route the same but add the Wharf and L'Enfant Plaza as well. You would likely have a much larger ridership if people who live in Northeast Capitol Hill could come to both of our city's new hotspots for entertainment. Thank you for your consideration. Best regards, Allison	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
12	AC Ramirez	Todo los servicios estanbuen si trabajan saturday and sunday mejor.	
13	A Lewis	With regard to the proposed to the Navy Yard Circulator route, I strongly support extending the route to go to Jefferson Academy. The Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. There is currently no easy way for Capitol Hill kids to get to Jefferson Academy, their assigned middle school. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.	
14	A May	The current Union Station - Navy Yard Metro route serves a very important need when it connects the Union Station hub with Capitol Hill, especially the Library of Congress buildings. When I commuted from Maryland into Union Station, I would take the Circulator to and from the Library of Congress, my workplace. Without the Circulator, my commute would have been much more difficult and exhausting and my work product would have suffered. Service to the Library of Congress from Union Station is essential, especially for disabled employees. This need does not need to be met by the Circulator, but realigning this route in April 2018 would leave all of the people served by the current Circulator route in dire need. If this realignment is to occur, it should be delayed while the Circulator and WMATA work together to ensure the people who currently rely on this service route will be served into the future.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.

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15	A Bland	I strongly oppose the realignment of the union station to navy yard metro route.This is the bus that I take to get to work and the change would negatively impact me. This is also the way I get to the Nationals Baseball games. I support the expansion but want to keep the current route from union station to eastern market. I strongly support the Saturday and Sunday service hours that are being proposed.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
16	A Jones	1. The extension of service to Waterfront Metro and Wharf is excellent! 2. The buses on the Union Station.Barracks Row route and Eastern Market/L'Enfant Plaza route should run until 9:00 pm every WEEKDAY, M-F. (It is not mentioned on your website what the weekday hours will be. The website only mentions weekends.) People use both of these routes on weekdays for commuting to/from work, restaurants, bars, ball games, concerts, theatre (Arena Stage), connection to Amtrak and NYC buses at Union Station. I live at Barracks Row and rely on the Circulator to go to both Union Station and Southwest Watefront at least once a week. 3. The buses should run until 11:00 pm or 12 midnight on Friday and Saturday to serve the concerts, restaurants and bars near the Nationals Park and Wharf. There are no other buses, and Metro is extremely slow because of the scarcity of trains on the green line at night and need to change at L'Enfant.	DDOT will run the Eastern Market - L'Enfant Plaza route until 9:00 PM Monday-Friday. There are currently no plans for late night service on this route.
17	A Page	I get what you're trying to do, but without the V5 and without the Circulator, and if there's a problem with the 92, you can't go anywhere. This results with people being late, and if you're late too many times, you can be suspended or expelled.	WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods. Additionally, the W6 and W8 will continue to serve Good Hope Road.
18	A Freeman	I am a Ward 1 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
19	A Kurz	I am a Ward 4 Resident who will be working in Ward 8 starting in May 2018. I support the proposed changes bc they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
20	A Puryear	There are a number of people who commute using the red line that commute to the Library of Congress. It makes it easier for people with disabilities to commute if they can take the Circulator from Union Station to the Library of Congress. I don't understand why the route can't go from Union Station to L'Enfant Plaza. That would make it easier for everyone to various places, especially for people with disabilities. People who visit the District would find it easier to get around especially if they don't feel comfortable using the metro and the bus system is confusing even for people like me who work in DC every day.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail.
21	A Spring	I am unable to attend tonight's public meeting because I am working. However, I would like to very strongly support the change in the Union Station-Navy Yard Metro line to extend to the Wharf. Although I sometimes currently take the Union Station part of the Union Station-Navy Yard route, much of that route is served by other options. The Wharf is not. The Wharf is trying to be both a nightlife and a residential destination, and it desperately needs transportation other than Uber (or water taxis or private boat, which REALLY? What percentage of the population for?). Both Metro stations are a rather long walk from the Wharf. Additionally, I would urge you to consider running this as a late night service. The area is desperately in need of an option that runs later than Metro. The Wharf has three music venues and numerous bars and restaurants; these need later service for the patrons and employees. The only bus line that serves the area late in the evening is the P6, which only runs every half hour. I don't think it's safe to bike home from the Wharf late at night, given the erratic traffic. And Uber is expensive, bad for the environment, and creates traffic jams, especially when thousands of people are leaving a music venue at the same time. Please consider late-night service. Thank you.	

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22	A Haynesworth	Doesn't make sense, will not benefit the community, has not presented an accurate business case for the new change. Looks to benefit those more in the Navy Yard/Waterfront area instead of those near the river. It's all about cost, reducing bus fares.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. Additionally, the Capitol Hill portion of the Potomac - Skyland route will provide riders with a valuable connection to Union Station and Capitol Hill.
23	A Pelesh	I support the route realignment. It will allow residents East of the River to more easily access services necessary for their health and well-being, as well as provide an affordable way to get around, especially crossing the Anacostia River.	
24	A Glick	The Union Station - Navy Yard route is vital. Any other connection between Union Station and Eastern Market, or Union Station and Navy Yard, requires changing trains. Less convenient, more expensive, unfair to minority population that relies on this bus route.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip currently takes 28 minutes on the Union Station - Navy Yard Circulator route and can be done in 20 minutes on Metrorail.
25	A Schuneman	Please do not eliminate the DC Circulator service between Union Station and Capitol Hill! Given the congestion in this area, that service is badly needed, and doing away with it will make getting around a lot more difficult. Please reconsider!	The ridership on the Union Station- Navy Yard route north of Eastern Market was not high enough for service to be effective on this part of the route. Although service is being reduced, there will still be local bus service provided by Metrobus route 97 at peak times.
26	A Cihon	The current alignment of the route serves more people. Many of the red line users who attend events in navy yard will be at a huge disadvantage with the realignment. I approve of the addition of permanent weekend service on this route.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, riders can make the trip from Union Station to Navy Yard in 20 minutes using Metrorail while it currently takes 28 minutes on the Circulator service.

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27	A DarConte	<p>I oppose the realignment of the Navy Yard / Union Station route. If I am reading the map correctly, I can no longer get to Union Station by Circulator. This is my chosen method of getting to Union Station, as it is the most direct route via public transportation. If I want to get to SW or to L'Enfant Plaza, the Metro is accessible from Navy Yard. This change seems to eliminate a needed route and replace it with a duplicated route that already exists. Expanding the hours on the current route makes sense. Doing so for the proposed route is a redundancy that makes no sense. I oppose this change and hope someone at WMATA notices why this proposed change is so clearly ill-conceived. Thank you.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip currently takes 28 minutes on the Union Station - Navy Yard Circulator route and can be done in 20 minutes on Metrorail.</p>
28	A Wright	<p>I am writing to object to one aspect of the proposed changes to the Potomac Avenue/Skyland (PS) Route. Specifically, I object to the plan to route the PS Circulator buses over 8th Street SE between Pennsylvania and Massachusetts Avenues. This stretch of 8th Street is primarily residential. It already carries a heavy volume of commercial traffic, far in excess the load that it was designed to bear. The roadbed along this stretch of 8th Street is already in poor condition; adding between 168 and 180 additional buses per day will accelerate the deterioration. It should be noted that all of the properties on this stretch of 8th Street lie within the Capitol Hill Historic District. The vast majority are row houses that are over 100 years old. Most are constructed of brick, and thus vulnerable to vibration. They are already experiencing vibration damage from the high volume of heavy commercial vehicles traversing an inadequate and poorly maintained roadbed. They can't handle the additional vibration that 2,000 weekly PS Circulator buses would generate. Further, this segment of 8th Street is already served by the 90 and 92 Metrobus routes. Running the PS Circulator here would simply duplicate service that already exists. It would make more sense to use 6th Street (Northbound) and 4th Street (Southbound) for the PS Circulator. Finally, there are no employment or entertainment generators along this segment of the proposed new 8th Street route — it's residential. If, by contrast, the PS Circulator ran East/West on Pennsylvania Avenue toward 6th and 4th Streets, the buses would pass the many commercial properties located that line Pennsylvania Avenue West of 8th Street.</p>	<p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p>
29	A Weisman	<p>I strongly oppose eliminating the portion of the route that includes Pennsylvania Ave SE (Potomac Ave Metro area). Although the number of riders may have been rather low in the past on the current route, I believe that the lack of Saturday service "off season" and the total lack of Sunday service is part of the cause. Additionally, new residential and commercial development in the area includes the Cas Riegler project across the street from current PA & Potomac Ave stop. This project includes 167 apartments and 18,000 sq feet of commercial space with needed restaurants to bring more people to the area. A second large project is the Safeway site, with 320 apartments and over 10,000 sq feet of commercial space and located two blocks from that bus stop. The existing Jenkins Row condominium is also across the street with retail and residential customers in 247 condominiums, Harris Teeter, etc. I am an owner in this building and a board member. My neighbors and I would like to see our community grow in a responsible way. We need to encourage public transportation and not eliminate it. We would like to retain our current Circulator service, and ask you to reconsider cutting off our neighborhood. If service is more frequent (i.e., includes year round weekend service), I believe people will find the service to be more reliable and use the service more. Thank you for your consideration.</p>	<p>Potomac Avenue Metro attracts very little DC Circulator ridership, likely because there is existing Metrobus and Metrorail service in this area.</p>
30	A Jones	<p>reroute the bus line to go across the 11th St bridge, down MLK and Stanton Road, all the way to the Congress Heights Metro station, with stops at the Anacostia Metro station and the nearest corners to both Martha's Outfitters and The Commons</p>	<p>DDOT plans to align the US-CH route on 11th Street, MLK Jr Avenue, and Stanton road. The US-CH route will stop at the Anacostia Metro, Elvans Street SE, and Congress Heights Metro.</p>
31	A Mercer	<p>I love the Circulator. It's always on time, very convenient, never crowded, and you don't have to worry about the young kids riding the circulator bus. The school I attend, it's right on the street where I have to catch the circulator on 8th and Pennsylvania Avenue SE. Takes me all the way to the Navy Yard Station, then I catch the P6, then I'm home. Please don't change the Union Station Circulator, it get's me where I'm going every day. I really get upset when it's not running then I have to catch the Metro or something I hate to do. The reason is: too much fussing, cussing, drugs, disrespect, don't give up their seat for the elderly. (too much happening on them metrobuses). The drivers on the Circulator are very nice, very respectful. I never have no problems out of them. The circulator buses are always clean and neat as far as I'm concerned. I hope to keep riding on the Circulator if there are no changes. Thanks for letting me comment.</p>	<p>This trip can still be made using the Eastern Market - L'Enfant Plaza route.</p>

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32	A Lyon	Don't take away the route from MLK up to Good Hope Road. Extra \$2 a day for the 94 adds up after a 30 day month. Instead of running of 10 minutes, run it every 15 or 20 minutes.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT does not have plans to increase waiting times to 15 or 20 minutes on any DC Circulator route. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
33	A Schultz	The proposed change to the Union Station–Navy Yard route will be devastating to people commuting to Capitol Hill. The proposed change duplicates existing Metro line routes and removes the ONLY public transportation going north from Independence Ave or South to Independence Ave between 7th St SW and 8th St SE, by Metro train, Metro bus or Circulator; THE ONLY ROUTE in this one-and-a-half mile stretch. Please do not take this away. Your materials have said there is low ridership on this route. I do not know how you have come to this conclusion, but it does not match my experiences as a rider. In the mornings, the line at Union Station to board the Circulator stretches from the bus sign back to the main sidewalk; I have rarely been on the bus when it wasn't nearly full of people. However, about 1/3 of the times I've ridden, the card scanner has not worked and the bus driver has waved everyone on. (I mention this because it could affect how you count riders.)	DDOT found through its 2017 Transit Development Plan Update that the Union Station - Navy Yard route does not warrant all day, 10-minute service that is the core of the DC Circulator brand. DDOT has decided to realign the route to use District resources most effectively.
34	A Barnea	The Navy Yard metro station to Union Station connection is extremely important. There is no other service that duplicates this. I ride this route often. Extending the Circulator to L'Enfant Plaza isn't a bad idea, but it duplicates green line service. This should not be done if it means cutting the service to Union Station on this route. The proposed change to the Skyland route doesn't go to the Navy Yard metro station; if it did, this might be appropriate solution. Thank you.	The Union Station - Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). The route currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
35	B Barros	I am a Ward 4 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
36	B Jackson	I'm wanting to know why they are not adding late-night service on the DC Circulator bus on the Union Station and Potomac Avenue service lines. It may enhance the service more along those lines adding late-night service on Friday and Saturday PM from 4 pm to 3 am. Also when riding the lines I've heard there are some issues dealing with the bus. Fix the mechanical problems to where it will not be a problem with the driver or passengers. If it cannot be fixed then consider a new fleet of DC Circulator buses altogether.	DDOT has late hours on GT-US, WP-AM, and RS-DP. The other routes in the DC Circulator system do not warrant late night service. DDOT has introduced 40 new DC Circulator buses within the last year.
37	B Scippio	I would like to extend my thanks and appreciation to you and your staff for taking time out to bridge better understanding in supporting new routes in Ward 8. In January 2018, Your presentation on the overall function of the Circular bus routes process was very informative and enlightening. The information you provided was also very timely and will certainly contribute to the overall success of the community. Thank you again for your continued support of our shared mission for protecting part of our nation's critical infrastructure and the public's safety. Thank you again sincerely 8B05 ANC Commissioner Betty Scippio	
38	B Hall	I am a Ward 8 resident & I support the proposed changes because they will improve travel to and around Ward 8 while helping my neighbors access vital services and community supports.	

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39	B Williams	I don't want Circulator to leave Good Hope Road. More convenient for everyone. I have family and friends riding the circulator and I love the circulator. If you take it off the road, you're going to hurt a lot of people.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are existing Metrobus routes that provide service in the area. DDOT can work with WMATA to increase the frequency of these routes if necessary. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
40	B Grader	We support the proposed change to the navy yard circulator route, specifically extending the route to go to Jefferson academy. Our reasons are safety for Jefferson kids. Our evidence is there is a big chance a kid can die by getting hit by a car. Jefferson is too far away for kids to walk to. It is a long 10/20 min walk. Bus route would encourage more kids to go there. They could get there easier and faster.	
41	B Grader	We support the proposed change to the navy yard Circulator route specifically extending the route to go to Jefferson Academy. I think we need a bus route to get to Jefferson Academy because we need safer ways to get to school. I heard on the news an 11 year old girl on her way to school got hit by a car. Also a bus route would encourage more kids to go to Jefferson. I've heard that more kids are going to Latin and Stewart Hopson because they can't get to Jefferson without a bus route. This is why I believe we need a Jefferson bus route. I hope you listen to us. Also we hope to see a bus route soon!	
42	B Grader	We support proposed change to the Navy Yard circulator route, specifically extending the route to go to Jefferson Academy. One reason is that kids need a safe way to get to school. One thing about this is that kids get hurt walking a long way to school. Jefferson is our inbounds but is not a walkable distance. Please make this change for the safety of students!	
43	B Graders	We support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. Have you ever wanted something so badly, but something stood in your way? Well, this is how Jefferson students feel when they don't have a bus to get to school. Our first reason is that we need a safe way to get to our school. For example, an 11 year old got hit by a bus while walking home from school. Also, kids who are traveling from the Hill and Navy Yard would have to cross a very dangerous exit ramp from 395. This puts kids at risk! Another reason we need the circulator bus is that Jefferson is not a walkable distance from Capitol Hill. Some families do not own cars so they have no way of getting to Jefferson. If students attempt to walk to Jefferson, they would probably get too many tardies which could result in a suspension. This is why we believe a circulator bus route should go from the Hill to Jefferson Academy. Thank you!	
44	B Dunlap	I need these to get to work and take my son to school. These are the only metrobuses that come on time.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are Metrobus routes on both of the changing segments that will provide more frequent and reliable service. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.

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45	Bri M	Leave bus to service union station and the Navy Yard	<p>The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.</p>
46	B Frey	<p>I was happy I was to see that you were finally extending the hours of the US-NY route. But I am completely opposed to the idea that it would stop servicing Union Station -- this bus is currently the only connection between the two sides of Capitol Hill, which is a woeful gap in the public transportation system in DC. L'Enfant Plaza is a totally unnecessary addition to this route -- it is connected to Navy Yard/Waterfront via the Metro, and to Eastern Market via both the Metro and a variety of buses. The current US-NY route connects three major neighborhoods that otherwise would take multiple Metro lines to connect -- it should run every day of the week for extended hours, not be eliminated.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. The new routes will operate 6am-9pm weekdays, and 7am-9pm weekends.</p>
47	B Tran	<p>I know that in the end it will boil down to the bottom line, but the removal of this route will be a huge problem for me that I am still trying to work out. I use this route to commute to work every day as it is convenient and especially appealing during extreme temperatures or just general inclement weather. Without it, I'll have the option to take an WMATA bus, but it's out of the way and at double the cost. It's extremely upsetting to see the loss of this route.</p>	<p>The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.</p>

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
48	B Levine	<p>January 13, 2018 The Southwest Neighborhood Assembly (SWNA), the civic association representing all citizens 18 years of age and over in Southwest DC, wishes to register its wholehearted and enthusiastic support for the proposed Southwest expansion of the route of the Union Station-Navy Yard Circulator bus. Extending the route to L'Enfant Plaza, via M Street, is a strategic move that not only will increase the mobility of the residents of Southwest but respond to the changing dynamics of the Southeast/Southwest quadrants. Specifically, as to this latter point, with the addition of Audi Field and the Wharf to the attractions of these two quadrants (not to mention the upcoming massive development of Buzzard Point), it only makes sense to provide direct and accessible public transport to allow easy movement between them—without this shift of the bus route, many of those wishing to take advantage of one of these new facilities and the restaurants in the Navy Yard, Eastern Market/Capital Hill, and Barracks Row (and Nats Stadium), would be required to take a two-phase Metro ride or drive a car. This route modification recognizes the need to better link neighborhoods and attractions so as to motivate individuals—whether tourists or residents—to utilize public transit and alleviate the existing, and minimize the chances for future, traffic congestion that is all too foreseeable with the staggering growth of near Southeast and Southwest. We also appreciate the fact that the Circulator will enable many of our residents to connect to other public transportation options that can take them to other parts of the District, such as the 74 and 52 bus routes. Ensuring that the newly-extended Circulator will have reasonably short and dependable headways will be critical to optimizing the ridership and we urge DDOT to take steps to make sure that is the case.</p>	
49	C Rayman	<p>Good evening. I'm Caitlin Hughes Rayman. I live at 1025 1st Street, SE, right at the end of the loop that you would propose to remove, which I, frankly, support the removal of that little node. But thank you for looking to improve the service in general. My comments speak to opportunities that I think have been missed, and I'd like you to consider them fully. One thing to note is that the current Navy Yard to Union Station loop provides unique connectivity between the orange and blue, green, and red Metro lines. I think that is fairly unusual. There doesn't appear to be any other type of service that does that in that area, and I think if there are Metro issues, it's nice to have that redundancy, as well as that direct connection through the, what was previously described as a desert of transit across the Capitol. So, the bikes that, a lot of people are using bikes now, which is great, but they're a little bit too challenging to make that north-south connection from Union Station to the Navy Yards Park area. Bikes are too challenging for the elderly, mobility challenged, families with strollers, and kids on their way to school. Walking is actually fairly dangerous in that particular corridor, and I tangentially encourage you to put a traffic light at I Street and New Jersey Avenue where there's a lot of pedestrian and vehicular traffic interaction that's only growing as the growing development continues. But those connections to the US Senate and House are very important. Also, for people who work at the Department of Transportation and other business in the area that need to connect to the Hill. The current route connects a housing complex, which I believe is populated by people who are mobility challenged on 4th Street and M, to Union Station, which has Amtrak service, Greyhound Bus station, and a large Kaiser Permanente complex. So, I think that would be a loss of connectivity for those folks, especially if they're asked to transfer, get off a Circulator and onto another, as proposed in the new route. And growth is occurring. There's nine buildings with over 2,800 units, residential units that are coming onboard. They're being developed right now. Thank you. And another 12 more to come between just South Capitol Street and 8th Street. I don't think you've done enough marketing, frankly. The bottom line is you could do more for tourism. You could do more for mobility and access, and for safety and efficiency, manage the growing car traffic, and the bike/pedestrian interactions, which are currently dangerous, by keeping people on transit. So, my proposal is do aggressive outreach for your existing service first. Go to all the new buildings. Go to the buildings that are coming online and market it. Go to the events. You know, when the, when the soccer stadium opens up, market it there. Understand your marketing opportunities. Do a study on marketing opportunities. Then, finally, link and extend. I like the new service out to Southwest, but don't lose the connectivity to Union Station. Make that a longer route. You eliminate the node where I live. That's fine. Keep it out of the residential areas. Circulate more frequently. The buses stop in front of there and wait and wait and wait. They should keep moving. And then, finally, pull into Union Station. That last connectivity piece is critical, and I think that's part of why you're not getting the ridership. Thanks.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. DDOT actively markets the DC Circulator service through a wide variety of mediums including it's website, social media, paid advertisements, partnerships, and events.</p>

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
50	C Rayman	<p>I oppose the elimination of the existing Navy Yard to Union Station route for the following reasons: 1. It provides critical connectivity across three metro lines -- green (Navy Yard), orange/blue (Eastern Market) and red (Union Station). This reduces pressure at hubs where one would otherwise change trains, and fills a gap not served by other transit services. This connectivity is useful on Nats game days, events at Yards Park, and for the regular commute of the thousands of people who work at and in the vicinity of US DOT. [Note that I am writing this comment as a private citizen.] 2. The area served by the existing route continues to add population, with half a dozen or more planned residential and commercial buildings under construction or planning to break ground on Half Street, 1st Street, New Jersey Avenue and 2nd, 3rd and 4th Streets, SE. These people will benefit from the current route for the reasons mentioned above. 3. A housing complex serving mobility challenged people exists around M and 4th, and is served directly by a Circulator Stop on M. This provides them with a point to point trip to reach Union Station for Amtrak, as well as intercity bus and red line connections, and major medical providers near Union Station (including but not limited to Kaiser Permanente). 4. Growth along the existing route is reducing surface parking options for commuters who will need to turn to the Circulator to commute via MARC train. Bike options are not suitable for everyone and especially in inclement weather -- the Circulator is a reliable link on many commuters' routes. 5. The route offers an easy way for people to avail themselves of midday and early evening shopping and dining options at Union Station and Yards Park, helping the commercial areas without unduly taxing the transportation network. 6. It offers safe and affordable transportation in lieu of the increasingly worsening pedestrian experience -- growing commercial and private vehicular traffic and inattentive pedestrians create busy crosswalk environments ripe for incidents. DDOT has not provided signalization at key intersections between Union Station and Yards Park, such as the New Jersey and "I" area. Residents of this area who can afford rideshare services and order packages on line are driving an increase in vehicular traffic that will not lessen with time. 7. The popularity of the Circulator with tourists provides a gateway to the nationally regarded waterfront area of Yards Park and Canal Park. More convoluted connections may have a dampening effect on tourism. Finally, I don't believe DDOT has sufficiently defended why the change is needed. If anything, I suggest retaining the old route, adding the L'enfant Plaza extension (merge new and old) and ad frequency. Circulator buses should not idle at 1st street but continue to circulate for the enjoyment, timeliness and reliability of all. Please give full consideration to these concerns and suggestions.</p>	<p>The new Union Station - Navy Yard and Potomac Avenue-Skyland routes will allow riders to connect to all three Metrorail stations via transfer. Additionally, the current trip between Navy Yard and Union station takes 28 minutes on the Navy Yard-Union Station route and 20 minutes on Metrorail. The US-NY route suffers from low ridership outside of the peak periods and often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 and other routes to extend its service in the peak periods.</p>
51	C Pollard	<p>This change is awesome. I take this bus every day to commute to work, and this would make my commute easier and faster.</p>	
52	C Fleming	<p>I just wanted to write in regards to the proposed change to the Navy Yard Circulator Route. I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school. I would love for this to be an option for my children who will attend Jefferson.</p>	
53	C Marcellus	<p>I really love the proposed new route. My only concern is that it will be replacing Metro bus route 94. The Circulator bus hours are only from 7:00am-9:00pm Sun.-Sat. while the 94 bus route begins around 5:30am and ends around 12:30pm. I do not believe that the W2, W6 and W8 routes should be viewed as alternative routes when the Circulator is not in service. As someone who relies on public transportation on a daily basis, I think DDOT should consider extending the hours for the Circulator especially on Friday and Saturday nights (11:00pm). Finally, it would have been nice if DDOT and WMATA had held a joint public hearing to inform riders of the 94 bus that it was going to be eliminated and replaced by a Circulator bus route. Whether or not you realize it, a lot of folks assume that WMATA also operates the Circulator buses. Lastly, I don't believe that this is particularly the good time to be eliminating the 94 bus route especially since a new residential community is under construction on Stanton Road and Pomeroy Road. Just a suggestion: you may want to consider adding route numbers to the route names on the Circulator buses.</p>	<p>WMATA will discontinue the 94 and the DC Circulator will replace the route between Anacostia Metro and Congress Heights Metro. Ridership information from WMATA showed that the current 94 does not demand late night service with 10-minute frequency. DDOT held a open house at the Anacostia Library that had information about the change to the 94. WMATA representatives attended to answer questions.</p>
54	C Reid	<p>I attended the ANC 8A meeting where this project was discussed. I am in favor of the proposed changes as presented by the Circulator representative. If the line down good hope road is cut out please put a stop on or near the corner of MLK and Good Hope Road (near the DHCD building). I work near Union Station at a DC government agency everyday and pay \$9 to park because the metro bus route is currently very long when heading to Union Station (at least 44 minutes with excessive stops) and then a 9 minute walk to my agency.</p>	<p>The new route includes stops at MLK and Good Hope Road. DDOT has determined the stop locations based on current and projected ridership. Once the service is implemented, DDOT will examine the if new stop locations should be implemented to serve certain areas.</p>
55	C Hedgpeth	<p>Please have Stops at The Wharf and Seventh Street SW. Great new route!</p>	<p>DDOT is anticipating stops at both of these locations.</p>

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ID	Name	Comment	Response from DDOT
56	C Press	I'm not happy about the Circulator going on 8th St. north of Pennsylvania Ave. We already have two bus lines and well as other heavy commercial traffic in the residential street. It makes more sense to use the 6th and 4th Streets alternatives.	Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.
57	C Angelo	I use this line as part of my commute, catching it at 8th St. SE/D St. and getting off at Anacostia Metro. I could take the 90 bus instead, but the 90 is much slower since it goes down MLK Ave. This is especially true in the evening when MLK is clogged with traffic. The new route down MLK will make the Barracks Row-Anacostia connection much slower and less reliable, and virtually indistinguishable from the route the 90 takes on that segment. Personally, I would love to have a stop near St. Elizabeth's East, so I wouldn't have to transfer to a Metrobus at Anacostia Metro. But I don't know if there are a lot of people that need to travel there.	DDOT aligned the Union Station - Congress Heights route on MLK Jr. Avenue to make connections to downtown Anacostia. The route will end at Congress Heights Metro station and will not directly connect to St. Elizabeth's East Campus.
58	C Friedman	I am a Ward 1 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
59	C VanRoekel	I am resident of Ward 2 and also a board member at Martha's Table, an organization supporting children, families, and communities in DC through increased access to healthy food, quality education, and family supports. This year, Martha's Table is turning the page on its 38-year history on 14th Street and moving its headquarters to Ward 8. I support the proposed changes because they will improve travel to and around Ward 8 for Martha's Table families, staff, and volunteers, while helping community members access vital services and community supports. I believe this bus route is absolutely essential to helping Martha's Table achieve transformational change in its support of our Ward 8 neighbors and ask earnestly that you approve this route. Thank you and sincerely, Caroline VanRoekel	
60	C Gremont	I'll be working in Ward 8 in June and this will make commuting much easier. Thanks	
61	C Baker	Love the Permanent Schedule changes, especially since Navy Yard has expanded far beyond just summer baseball. Would recommend flexible pickups on both sides of Union Station for all routes that pass through. I live on the east side of Union Station and it's inconvenient to be dropped off on the west side when using the Georgetown Circulator. Likewise for folks on the west side who want to use the Potomac Ave-Skyland or Navy Yard buses.	Due to congestion in Columbus Circle and the space needed for bus layovers, DDOT does not plan on merging DC Circulator stops near Union Station.
62	C Smith	I am a 55 year old handicap women in a motorized wheelchair. I rely on the good hope rd bus services for the past 7 years. because it is such a short route from mlk and good hope rd intersection to skyland would it really hurt to keep those routes. I feel as though the circulator does not care to provide service in se instead nw ne and especially georgetown area have great service and even longer hours. we too in se must have accessibility without hassles to travel to and from work school or even the doctors office. we too pay taxes here and should receive the same access as other wards in the district. I am very much apposed to this decision to stop that route all together.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
63	C Sulzberger	I am a board member at Martha's Table, an organization supporting children, families, and communities in DC through increased access to healthy food, quality education, and family supports. This year, Martha's Table is moving its headquarters to Ward 8. I support the proposed changes because they will improve travel to and around Ward 8 for Martha's Table families, staff, and volunteers, while helping community members access vital services and community supports.	
64	C Shawn	Thank you very much for giving me a chance to stand here. I know you ran a Circulator bus from DC to Virginia. I would like to know whether you have any chance of running a Circulator bus from DC to Silver Spring. The second one, is there a possibility that bus can be run from a point to point service. The bus starts at DC and stops at Silver Spring. Starts at Silver Spring and stop only at DC. By these, running this four services in the peak time can easily move the crowd from one point to another point. These two things I would like to bring to attention. As you are running Circulator to Virginia, I think the Maryland also deserves a Circulator. Thank you.	DDot currently has no plans to implement service to Silver Spring.
65	C Fish	Good day, My name is Chelsea E. Fish and I support the proposed change to the Navy Yard/Eastern Market Circulator route, specifically extending the route to provide access to Jefferson Academy. With this extension, my son will be able to use this very important transportation method to and from school. I am a single mother of three children. The proposed change to this route could be a world of use for our family and completely change our quality of life. The ease of bus use completely removes me from adding to the morning traffic of non-resident commuters coming in to the District for work. That's one less vehicle on the road, contributing to traffic, pollution, road wear and tear, etc. My son will also be able to mature and develop a sense of ethic and respect for this mechanism, punctuality, etc. The ability for middle schoolers to use the bus to get to school overall is so important. The middle school age of children is such a pivotal time that ebbs and flows between tween and child. Giving them this support is not only useful for a means of transportation but also for their sense of belonging to a community. Thank you for your time.	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
66	C Fish	Our family tremendously supports the proposed change to the Navy Yard Circulator route, specifically because the route will extend to Jefferson Academy. The circulator can be incredibly important resource for middle school children on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension to L'Enfant Plaza Metro that has been proposed. Please ensure that any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.	
67	C Hart	I would recommend that service continue to run to Union Station, even if only on baseball game nights. After Nationals games, the US-NY route provides an important transportation link to the Red Line. It can be nearly impossible to board a train at Navy Yard.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
68	C Noser	My wife commutes from L'Enfant plaza to Union Station, and would prefer that the new circulator route go from L'Enfant plaza all the way to Union Station. Why does it have to stop at Eastern Market? Thanks!	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
69	CJ Barnett	This option is the fastest, easiest, less crowded option I have to go to work and to come home via Potomac Ave to 8th & G st, then transfer to the Union Station line and get off at the Supreme Court. Please continue the route from Alabama Ave PLEASE, PLEASE, Please	The current Potomac Avenue- Skyland route has low ridership (17 passengers boarding per hour, tied for 4th in the system) and poor on-time performance (65% of buses on time, the worst in the system). The route currently serves areas that do not demand high-frequency, all-day service, and provides service to a limited number of employment and entertainment trip generators and also duplicates Metrorail service between Eastern Market and Potomac Avenue Metrorail Station. The route overlaps with many Metrobus routes that are more convenient or frequent and will still connect with the new Union Station Navy Yard Route when altered. 58 percent of the TDP Phase I survey respondents ranked this proposed alignment higher than the existing route.
70	C Portolese	I strongly support this proposed change specifically the extension of the route to go to Jefferson Academy. We are in need of transportation resources for middle school kids on Capitol Hill and Capitol Quarter and the Circulator with the Navy Yard route extension that has been proposed fits this need. Please do make sure any final plan serves Capitol Hill and Capitol Quarter children and their ability to take a bus to their by-right middle school. Thank you very much!	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
71	C Cohen	* I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy, where my child's Brent Elementary school feeds. * The Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. * Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.	
72	C Ryan	I'm a Ward 6 resident and will be working in Ward 8 beginning this summer. I support these proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
73	Commissioner Robin Hammond Marlin	I am now placing in writing a formal request that the team proposing these changes make an effort to hold a meeting in Ward 7 as it pertains to cutting the Circulator line from our community. I have sent email to Circae and copied constituents who are opposed to these changes. My emails from the organizers have not been responded to. ANC Commissioner Robin Marlin Ward 7 7B -7B05	DDOT held meetings in Ward 7 per this request.
74	C Shaw	The Union Station to Navy Yard Metro needs to have later hours than 9pm if it is going to help with the transit problems at the wharf. At the very least, the hours should be extended to midnight on Fridays and Saturdays.	There are no current plans for late night service on the Eastern Market - L'Enfant Plaza route. DDOT will continue to monitor performance after service changes are made.
75	C Colgan	I want to strongly advocate for the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. This change would allow for a viable and desirable public transportation option for students from Capitol Hill to easily and safely travel to Jefferson Academy which, for many, is their by-right school.	
76	C Randolph	Attention DC Circulator and Mr. Jeffrey Marootian, I am writing to complain about the following major service change: [x] Potomac Avenue Metro - Skyland (PS) Route - Realignment of route to serve Union Station and Congress Heights Metro via Barracks Row and Downtown Anacostia. One, despite the language being cleverly crafted, it has come to my attention that the realignment would also "eliminate" service on the Good Hope Road, SE and Alabama Avenue Corridors. This will have a negative impact on residents in both the 7th and 8th Wards, including the Hilcrest, Woodmont Place, and Skyland communities as well as the surrounding communities and current economic development underway. These areas have a significant number of residents that will be impacted by the elimination of service and DDOT is requested to strongly reconsider this proposed change. I wish to voice my strongest objection to this proposal.	The ridership on Good Hope Road at this location was not high enough for the route to continue operations along this area. Metrobus routes W6, W8, and 92 offer passengers a variety of routes to use when traveling in this area. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
77	C Bryant	The route to Union Station is a much needed route and one of the only ways to reach Union Station efficiently in Capitol Hill. Please do not eliminate service. Thanks	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. Additionally, riders will be able to transfer to the new Potomac Avenue - Skyland Route, which serves Union Station. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
78	D Eng	Wonderful service to get visitors to other very important monuments that otherwise might not be accessible to some. Should implement the following: Electric buses Friendly driver training with customer service focus Scheduled timed stops Recorded audio and/or signage for each stop No idling for gas buses	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
79	D Ridge	<p>At its regularly scheduled, properly noticed, meeting on January 9, 2018, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 7-0-0 to send DDOT a letter with comments on the proposed changes to the following two Circulator routes that cross Capitol Hill—Union Station/Naval Yard and Potomac Metro/Skyland—as detailed in the DC Circulator 2017 Transit Development Plan (TDP). These comments are similar to but represent an update of those submitted to DDOT on October 17, 2017. Subsequently, on January 4, 2018, DDOT held a formal public hearing on its proposed changes. In general, the ANC is in support of the proposed route changes that will result in a Union Station/Congress Heights route and an Eastern Market/L'Enfant Plaza route and is especially pleased to see the addition of improved weekend service. Specific comments include: • Concern about the bus turnaround at Eastern Market Metro, which will require the 700 block of D Street SE to be reversed to one way west and the elimination of commercial curbside parking on one side of the street. Alternate turnaround: Northbound bus turns left off 8th onto E Street SE, which is a signalized intersection. Bus turns right at 7th and then right onto Pennsylvania Avenue • 8th Street SE between Massachusetts and Pennsylvania Avenue is now a heavily used truck route causing roadway damage and building vibrations and noise for residents. ANC 6B suggests that DDOT use 4th and 6th Streets instead for this portion of the new Union Station/Congress Heights route. This could also preserve the existing Circulator stop at 7th and Pennsylvania Avenue SE. • The bus route on the east side of Anacostia River should run along MLK Blvd for access to Anacostia Art Center and other local establishments. • With the upcoming 11th Street Bridge Park at the foot of 11th Street SE, DDOT should add a Circulator bus stop at the corner of O and 11th Streets SE. This would require the Union Station/Congress Heights bus to use the local, rather than the freeway, 11th Street Bridge. Those who ride the system frequently appreciate the 10-minute headways but it's problematic when the system doesn't maintain them. The Commission is not convinced that these and other planned changes to routes will result in improvements in meeting the headways. It may be that the system might be improved if it relied on schedules that could fluctuate with the known daily ridership that peaks during commute times rather than the current 10-minute headway at all times. If you need more information, please contact Commissioner Kirsten Oldenburg at Kirsten6b04@anc6b.org or 202-546-8542.</p>	<p>As this letter was from ANC 6B, DDOT gave great weight to its content. For the service changes on June 24, 2018, DDOT will not reverse the 700 block of D Street SE, but will continue to discuss this turnaround with ANC 6B and the community.</p> <p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p> <p>The Union Station - Congress Heights route will run on Martin Luther King Jr. Avenue SE to retain access to downtown Anacostia. US-CH also will have a stop at 11th Street and O Street SE.</p>
80	D Johnson	<p>I think it would be a great benefit to improve intra-Ward 8 transportation for residents to be able to efficiently travel from various parts of the Ward. Also there is a new development coming right on Stanton and Elvans roads that is bringing community programs and additional housing to the area. It would be great to have transportation that allows residents easier access to the programs and provide an alternative mode of transportation for employees.</p>	
81	D Flowers	<p>I use the Circulator everyday to commute from Capitol Hill to Naval Yard. The Circulator buses save me time and money. If I had to depend on the regular bus that runs every 30 minutes then I would have to catch 2 buses just to get to my first destination.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.</p>
82	D Brotman	<p>I'm a resident of Ward 1 and I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.</p>	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
83	D Gold	<p>Your changes from my perspective make no sense. You have quite a few riders that work at the Navy Yard, DDOT and Fed DOT that depend on this route to get to union station. These changes make a route that is already slow but consistent Having to walk further and then wait to switch buses at eastern market will just add more time to an already long commute. I guess that with this change metro will get more business from the people (Fed DOT) that help fund your existence. If you are trying to cut losses then fix your payment kiosks on the bus and stop your drivers from letting their friends from riding free. I see it all the time. I wish you would continue the current service but make the every 10 minutes actually mean something and then ridership would improve. Thanks and I enjoyed the service while it lasted.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.</p>
84	D Gold	<p>This proposed change removes the viability of using the circulator bus as an option for my and quite a few other people (Fed DOT and Navy Yard employees) that currently use the Navy Yard Circulator line. Having to switch Buses and wait for an already slow bus process is not an option. Currently, the bus in the afternoon takes regularly more than 15-20 minutes of wait time so having the chance to have to wait twice I don't have that amount of time in my commute time. I guess that WMATA will get my business on the green line from now on. Even with the slow service it was nice to have this option instead of Metro, so thanks for that. Please don't make this change, if it is lack of ridership, we are riding regularly but with the broken fare machines we get free rides and your drivers giving free ride to friends, etc. doesn't help. We see this quite a bit.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.</p>
85	D Passage	<p>I've been very happy with both the service and the drivers. I use Circulator regularly every time I have to go downtown. Would be happy to see the Georgetown route extended to the National Cathedral if possible.</p>	<p>DDOT does not plan on extending the GT-US route to the National Cathedral.</p>
86	D Roodberg	<p>I wanted to let you know that I am very supportive of the new route from Congress Heights to Union Station via Anacostia. This route provides excellent intra-Ward 8 transportation that has been sorely needed. It provides a better method for Ward 8 residents to take advantage of resources in different parts of the Ward that has not been readily available before. I know many people that are supportive of this new change. It will provide better access to health and job resources for residents.</p>	
87	D Smith	<p>I agree with this change. I would also like to see extended service for night baseball games on this route. I would also like to have earlier service Monday through Friday on all routes, i.e., 6:00 or 6:30 am starts, if possible.</p>	
88	D Bansal	<p>Hi there, My name is Deepti Bansal and I am a student at GW Law in town. My family and I rely on the DC Circulator to get to school and go to work—a fare change would severely impact our ability to do so given the high cost of other means of transport and my schooling right now. I also do not have a metro spot near me (I live by the Walmart on H and 1st) so getting to GW is quite difficult without the Georgetown line circulator bus spot on Massachusetts Ave NW and New Jersey Ave NW. Please consider refraining from changing the fare for people like me. Thank you, Deepti</p>	<p>DDOT is not changing the base fare of \$1 per trip but is only eliminating unlimited-use paper bus passes, as these account for less than 2 percent of total fare payments.</p>
89	D Smith	<p>I do like and to change and circulator to the I do caking what change 1 dollar smartrip and the end out happy. Goodbye-change circulator.</p>	
90	D Torrey	<p>I think this is a fantastic idea! I live in SW Waterfront and work in Navy Yard so I have wanted the Circulator to extend to SW for years! It will be so convenient to take the bus to and from work, and also to have that direct connection between SW and the businesses and restaurants on Barracks Row and in Eastern Market. The expanded weekend service will also be so great, as I often went to go to Barracks Row on the weekend. Please move forward with these great changes!</p>	

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91	D Parsons	I use the DC Circulator to commute to work at the Hart Senate Office Building. I notice several other staffers who rely on the same route. On the Navy Yard-Union Station northbound line weekday mornings, more people get off at the Supreme Court stop than any other stop before Union Station. The DC Circulator fill in gaps in DC MetroBus routes. I appreciate that there would still be options for commuting to Union Station through the new Potomac Avenue-Skyland route, but this route would not have any stops near the congressional office buildings, the Capitol, Library of Congress, or the Supreme Court. I oppose the elimination of these Capitol Hill stops from DC Circulator routes. Thank you for taking these comments into account.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
92	D Babington	I am a Ward 1 resident who will be working in Ward 8 beginning this summer at Martha's Table. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
93	DVassilev	My name is Dobromir Vassilev, Ward 8 Anacostia resident. I support the realignment of current Skyland route to serve Union station and eliminate the Potomac Ave Metro segment. I do not support the removing if the current Good Hope Road - Skyland segment/Route. I live off Good Hope Rd and this will have a negative impact on my work commute. I support extending the current service in the weekends. K/r, Dobromir Vassilev	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes in this area. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
94	D HINES	Please change it.	
95	D Kelley	I am a Ward 7 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
96	D Crenshaw	Blank	
97	D Smith	I am against changing the weekday route-removing it from Good Hope Road- because I take the bus nearly every day along with my 3 children back and forth from Anacostia Station (to school) if you remove this route, our commute would take a lot longer since I would have to rely on the slower Metrobus routes. They're also more expensive so my commute would also cost more. Please continue the service on Good Hope Road! This route is also very helpful to mothers with babies because there is more room. Also it would be excellent if the circulator ran on the weekends!	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT is also working with WMATA to increase the frequency on certain routes in this area to alleviate crowding and allow riders to connect to Metrorail and other bus routes more rapidly. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
98	D Martin	I just love riding this bus from H park station to 14th and I St. The drivers are always nice to all the customers. I like to see service to Friendship Heights Station and Chevy Chase.	DDOT does not have plans to extend service into Upper Northwest.
99	D Thompson	I use this route weekly and it has been a great help for getting to places I need to go. If this change happens, I won't be able to have access to the places anymore. It has been a help and the service is excellent.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. Additionally, there are existing Metrobus routes on this segment such as the W6 and W8 that provide connection to Metrorail and other bus routes. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.

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100	D Fletcher	I rely on the circulator to get me safely from union station to the Navy Yard every day. On game days, that route is packed with people. Removing this service will impact how folks not only get to the Navy Yard, but also any of the Nationals games. Please reconsider removing the route.	Union Station and the Washington Navy Yard will be connected via Union Station - Congress Heights route. Nationals Park will still be accessible to riders via Eastern Market - L'Enfant Plaza. The US-CH and EM-LP routes will meet at Eastern Market.
101	D Kaufman	Dear Sir or Madam, Per below, I live in bounds for Jefferson Middle School however I live quite far away from the school itself, and in fact, my kids would have an easy walk to Stuart Hobson. With a son in 4th grade and another in Kindergarten, as I think about where they will attend Middle School, one thing I am concerned about is how they will get to the Middle School that I am actually in bounds for, which is Jefferson Academy. I understand that you are contemplating a change to the Navy Yard Circulator Route and I would implore you to consider the proposed route that would allow our kids to be able to take public transportation to their public middle school. This small tweak will support many families in Capitol Hill and Capitol Quarter and enable them to make the decision to send their kids to their inbounds public school. In addition, and on the flip side, the government's effort to ensure that our kids do have an accessible means to attend their neighborhood school, will support the concept of a school that is quite far away from some of us being our actual neighborhood school. I know that a lot of parents, when thinking about Jefferson Academy are concerned about how their kids will get to school from the Hill. By thoughtfully incorporating Jefferson Academy into the circulator route, you will help overcome that barrier for people. I thank you in advance for your consideration of this issue as you re-think the Navy Yard Circulator.	
102	D Powell	This is the only bus I can use during the week to get me to and from work in a timely manner.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders can connect to the new Potomac Avenue - Skyland route at Eastern Market for access to Union Station.
103	E Njoku	My route to work is the Potomac Ave Skyland Circulator. There is the 92/W8 but they do not come as often as advertised. It's a huge help for me and elderly families going to the SSA office on MLK Jr Ave. I realize there's not a lot of ridership, but that's not my experience. If it had to be reduced during by midday, I get that. Happy about 92 changes, but there's a price difference to worry about. Please work out keeping the PS Circulator on Good Hope Road.	Unfortunately, the Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to help increase existing Metrobus routes in this area if necessary. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
104	E Bolston	This is great news!	
105	E Davis	Agree with changes. Anacostia needs a direct route to Union Station, and this is perfect.	
106	E Hearn	Please keep service on Good Hope Road - love the addition of Union Station and Saturday/Sunday hours! Also love dropping 295 from the route, so frustrating in high traffic.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. These areas are still served by existing Metrobus routes. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.

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107	E Green	Dear Circulator Committee: I hope that all proposed changes are looked at closely in order to keep all customers or riders inclusive to get to and fro work, shop, for fun. I myself hope that no changes will happen to the Potomac Avenue-Skyland Route. I will attend the public hearing. I would also like to comment on some of the drivers who are rude, unnecessarily mean, especially when you are standing in front of the bus when the driver just pulls off, or for a bus not to stop after you waited a half hour. The W2 and W3 also stop at this stop and the Circulator would go around these buses and keep going. Thanks for listening.	Please leave a comment online or call 202-671-2020 to submit complaints about specific operators.
108	E Spencer	Stops at The Wharf and on 7th Street SW	The new Union Station - Navy Yard alignment will have stops at both of these locations.
109	E Totzeva	It would be nice if the georgetown - union station route went closer to dupont	DDOT does not have plans to change the GT-US route.
110	E Zakim	The proposed change would benefit the underserved population of middle schoolers from the 20003 zip code whose elementary school feeds into Jefferson Middle School. Right now, there is inadequate public transportation from the catchment area to the middle school. This new route would improve things—and public transportation should serve this particular population. To make the route more effective, I believe the proposed change should be amended to begin the route at the Library of Congress, take the bus down Pennsylvania Ave SW toward Eastern Market, and then pick up on the proposed new route. In this way, the new route would better serve the catchment area and a population that DCPS is compelling to travel to the SW water front.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular.
111	E Janifer	I am a Ward 8 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
112	E Fyffe	Dear DDOT, I work in Navy Yard and live on Capitol Hill so I use the Union Station - Navy Yard circulator servicing those areas quite a bit. The drivers are always friendly and the buses are so nice and clean. I know you haven't had a lot of ridership loyalty on this route all the way to Union Station but to cut out the connection to Union Station would be a real loss. As a central transportation hub of the city and a great dining and shopping spot, it is nice to have as a destination on this circulator. Without it, Navy Yard would require a metro commute with a transfer for a destination that is only 1.5 miles apart. I would encourage you to keep the route the same but add the Wharf and L'Enfant Plaza as well. You would likely have a much larger ridership if people who live in Northeast Capitol Hill to our city's new hotspot for entertainment. Thank you for your consideration. Best regards, Erin	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
113	E Jacobs	The proposed changes don't make sense to me for two reasons: 1) The changes appear to create a fairly significant misalignment in terms of the length of the proposed routes; the Eastern Market to L'Enfant Plaza route is far shorter than the Union Station to Anacostia Route. 2) To me, given Union Station's role as a gateway to the city for tourists and visitors, it makes sense to me to have these routes terminate there. In particular, I view the ballpark and new Waterfront developments as huge economic catalysts, so I reason it makes sense to have the Circulator serve those locations directly from Union Station to facilitate ease of access for out-of-town visitors, many of whom will likely be coming to DC for the purpose of visiting those areas.	While the new Union Station - Navy Yard route will be shorter than the new Potomac Avenue - Skyland route, the new alignments will help improve the on time performance of each route. Additionally, the part of the Union Station - Navy Yard route north of Eastern Market that will be discontinued suffers from low ridership outside of the peak periods and often has detours in the area due to Capitol Police or other police activity.
114	E Ayala	I am a Ward 1 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	

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ID	Name	Comment	Response from DDOT
115	G Brooks	<p>Thank you. Hi. Thank you for listening to my comments today. My name is Galin Brooks. I'm the planning director for the NoMa Business Improvement District. My comments are related to the TDP, and I'll keep them brief. We applaud DDOT for working hard to improve service delivery for the Circulator throughout the District, and fully support its efforts to provide reliable and efficient transit for all users. Due to the exceptional growth in the NoMa neighborhood, the 2014 TDP recommended the study of a new route to serve the NoMa neighborhood, a major activity hub. In 2015, the NoMa neighborhood was looked at as a potential new area of service for the Circulator. There was much excitement about this effort, and outlets like City Paper and Greater Greater Washington ran articles about it, and over 900 people responded to the project survey. However, since then, no further study has been shared, nor a preferred route determined. So, on behalf of the community of people who were excited about this new transit service, we urge DDOT to further study a potential route to service this growing area. Those are my comments. Thank you very much.</p>	<p>DDOT studied the NoMa neighborhood from 2015 to 2016. The analysis found that the NoMa area is well-served by high frequency transit. Overall, the routing options within NoMa are very constrained and generally duplicate service. One way to provide additional connectivity would be to utilize M Street and 4th Street. However, residents opposed the use of these streets, and M Street has speed bumps which can damage buses and cause rider discomfort. DDOT will reconsider this area of Washington, DC in future TDP updates as it monitors continued growth to evaluate if additional transit service capacity is warranted.</p>
116	G Tobias	<p>People that live on hundred block of Mississippi avenue between 2nd street and 6th street SE to get to the Arc and the tennis court down there, like really hard and need more WMATA service. Requires a transfer right now. .</p>	<p>DDOT will work with WMATA to examine servie in this area.</p>
117	G Robinson	<p>If change I would have caught three buses to get to the Navy Yard</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.</p>
118	G Presbury	<p>As we aim to promote, protect, and foster the general welfare of the citizens of the Fairlawn community and to secure adequate services for our community, the Fairlawn Citizens Association wishes to go on record as being opposed to the removal of the Potomac-Skyland Circulator route. This route augments and improves movements not offered by the MetroBus routes which is slated to remove the V5 Fairfax Village-L'Enfant Plaza Station rush hour route. The Potomac-Skyland Circulator route moves people along the Good Hope Road and MLK corridors up to the Anacostia Metro Station. For many people it provides a transfer-free ride between the Post Office and businesses of the Good Hope Marketplace and the commercial corridor of 8th St. SE, with access to banks restaurants and much needed grocery stores like Safeway, Yes Organic Market, the new Trader Joe's, and the Harris Teeter along the way. If anything, we would support somehow extending the route into Congress Heights to also serve the Giant Food Store in The Shops at Park Village along Alabama Avenue.</p>	<p>The current route has low ridership (17 passengers boarding per hour, tied for 4th in the system) and poor on-time performance (65% of buses on time, the worst in the system). It also currently serves areas that do not demand high-frequency, all-day service, and provides service to a limited number of employment and entertainment trip generators. The route also duplicates Metrorail service between Eastern Market and Potomac Avenue Metrorail Station and overlaps with many Metrobus routes that are more convenient or frequent. 58 percent of the TDP Phase I survey respondents ranked this proposed alignment higher than the existing route. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.</p>

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119	G Bryant	I take the Marc to Union and having been riding the Circulator to the Navy Yard for the past 6 years. You are basically forcing me to drive or add an additional 25 minutes to my commute each way thus putting me at 4 hours per day. While I would hate to drive this moves really forces my hand. Please reconsider.	The new Potomac Avenue- Skyland Route will provide service to Union Station, Capitol Hill, and Navy Yard, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
120	G Chudy	I am a Ward 3 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
121	G Schlesier	This the only viable option when taking transportation from where I work at the library of Congress to union station. The metro train is often unreliable and my window is limited due to long hours and the VRE schedules	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
122	H Chandler	I, and many of my colleagues, rely heavily on the US-NY route to commute from home to Capitol Hill. Not only is it personally convenient, but I believe it is invaluable to the many tourists and DC citizens who use this route to access the Library of Congress and other federal buildings. I urge you not to realign this route, as I believe it would be a huge detriment to everyone who relies on it for access to Capitol Hill and Union Station.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the Capitol Hill area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular.
123	H Baker	Glad about the revised service service east of the river disappointed that the extension to union station will no go through the Mall area.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the Capitol Hill area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular.

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ID	Name	Comment	Response from DDOT
124	H Foote	<p>name is Heather Foote. I'm Transportation Outreach Manager with Capitol Hill Village, which is a block south here. We work, among other things, on promoting pedestrian bicycle and driver safety, as well as alternative transportation for older adults. My comment doesn't address specifically the Circulator routes, but rather is a request that DDOT be in communication with WMATA about a budget decision last year that eliminated the only indoor place where older adults can purchase the senior SmarTrip card. There was a sales office at Metro Center station, which was eliminated due to budget cuts, apparently, or budget priorities. And now, if you want to purchase the card, you need to go to Metro Headquarters, which is outdoors. There's no indoor place, or to Virginia or Maryland, where you can buy the SmarTrip card at a Metro Center indoors. Thank you.</p>	<p>DDOT will refer this comment to WMATA to examine if it can be remedied.</p>
125	H Thornton	<p>To Whom It May Concern: Eliminating the stops at 9th and New York Avenue will not create efficiencies nor create expeditious service. The two major factors keeping the circulator from meeting time goals is construction that ties up lanes and buses that do not leave on time, which creates more people waiting at the stops, thus overcrowding the buses. There is also the inclement and cold weather that makes for a pedestrian safety hazard when there is further distances between stops. I hope you will find for keeping this stop on the line. I appreciate your consideration of this matter.</p>	<p>DDOT has decided to not move forward with stop consolidation on GT-US at this time. If DDOT decides to do so, more public outreach will be done.</p>
126	H Howell	<p>I am writing to object to the plan to route the PS Circulator buses over 8th Street SE between Pennsylvania and Massachusetts Avenues. Please, please! do not add more heavy-vehicle traffic to this already busy street. The historic homes on 8th Street are already subjected to frequent vibrations resulting from heavy trucks and buses. Traffic often backs up waiting for the signal light at Independence/North Carolina Ave, which means we must deal with the noise from idling vehicles, and then the revving engines once the light signal is green. I am a frequent rider of the Circulator, and consider it a valuable service. As a user of the bus service, I know that riders would be best served by routing the bus so that it passes the commercial properties on Penn Ave, in lieu of 8th St SE. I ask that the PS Circulator bus use the East/West Penn Ave route toward 6th and 4th streets.</p>	<p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p>
127	H Fussell	<p>I am a Ward 6 resident (residing near Potomac Ave metro station) who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.</p>	
128	I Whittington	<p>I commute to the city for work and will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.</p>	
129	I Avery	<p>Why do you have to move the Circulator from Denver to Congress?</p>	<p>DDOT has examined the potential ridership in this location and determined that riders want to connect to Congress Heights and the Metro station. This will allow for greater connectivity in this area as well as the opportunity to transfer to other buses and Metrorail.</p>
130	I Avery	<p>Yes, sir. My name is Iris Avery, and I heard that you all were saying Good Hope Road is congested. M Street, I see Circulators on M Street. M Street is congested all day long. Waterfront is going to be congested all day long. So, don't use Good Hope Road as a problem of trying to get the escalator from over in that area. And furthermore, when you look at the map, it looks like you all are pushing the Circulator more out of Southeast. And thank you.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes and provide better communication with the ANCs and other members of the public. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.</p>
131	I Hamukwaya	<p>It is unfair</p>	

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ID	Name	Comment	Response from DDOT
132	I Frishberg	<p>Thank you. My name is Ivan Frishberg. I am here primarily to speak to the fact that you are going down to Jefferson Academy. When you describe the end of the Circulator route, you mentioned three private institutions, the Wharf, the Bible Museum, and the Spy Museum, and you forgot that you have two other government agencies, DGS, supporting a school, which is getting a new \$70 million renovation where we're trying to connect Capitol Hill families to their by-right middle school, and it was like you accidentally got there because it was near a big developer development. So, I didn't want to let this go by without saying the connection to that school, between the by-right elementary schools and the by-right middle school is really important, and you'll hear about that in a minute. The, I do have concern about the sort of, there's vagaries about where the stop is going to be there, and consistent with safe route to schools and making that stop accessible for kids getting on and off that bus, and having a clear, safe shot from the bus into the school. The location of that stop is really, really important. Plus, I think if you put a middle school stop next to the Wharf, you'll hear about it from the fancy developers at the Wharf, as my friends from behind development will tell you. The turnaround, as Ken Jarboe was saying, is super problematic. It's better than it was the other way, which would've been a complete disaster. The suggestions, I think you'll hear more about these. One is take a left on E Street where there's a light, go up 7th. It's kind of narrow there, but still, and then, you could take a right on Pennsylvania Avenue. The other is to keep going down Pennsylvania Avenue from 8th, take a right onto 6th Street, and utilize either Independence or North Carolina, which are big streets, before you loop back onto 8th Street. Those are wide streets. The advantage of going up North Carolina is you actually get to directly serve Eastern Market, and around as you pull, other government facilities. Final comments are I think all the Circulators should be electric. I think there's a way to use on-bill financing to help pay for that, and you don't need to use our capital dollars. It could be better spent elsewhere for infrastructure in the District. That will help you integrate the bus system more into the neighborhoods, make it more accessible, reduce pollution, get ahead of the price in carbon that's coming. And so, I'd encourage you to rapidly move beyond the pilot that you're in now to an all-electric system. Thank you very much.</p>	
133	J Welch	<p>Yes. Good evening. My name is Jabari Welch, and I live in Hillcrest Southeast, and I just want to thank our awesome Commissioner Marlin who represents us. I urge you all to come out to Hillcrest, to the Hillcrest Association meeting, as well as to our ANC meeting that's on the third Wednesday, Thursday. The third Thursday of every month. Every month. It's important. You know, I know when people think about Southeast, it's typically not in good spirits, but I've got to tell you, in Hillcrest, we are a very strong community, and we're passionate. And so, I urge you all to come out to our community. Thank you.</p>	
134	J Garcia	<p>I am writing to object to one aspect of the proposed changes to the Potomac Avenue/Skyland (PS) Route. Specifically, I object to the plan to route the PS Circulator buses over 8th Street SE between Pennsylvania and Massachusetts Avenues. This stretch of 8th Street is primarily residential. It already carries a heavy volume of commercial traffic, far in excess the load that it was designed to bear. The roadbed along this stretch of 8th Street is already in poor condition; adding between 168 and 180 additional buses per day will accelerate the deterioration. It should be noted that all of the properties on this stretch of 8th Street lie within the Capitol Hill Historic District. The vast majority are row houses that are over 100 years old. Most are constructed of brick, and thus vulnerable to vibration. They are already experiencing vibration damage from the high volume of heavy commercial vehicles traversing an inadequate and poorly maintained roadbed. They can't handle the additional vibration that 2,000 weekly PS Circulator buses would generate. Further, this segment of 8th Street is already served by the 90 and 92 Metrobus routes. Running the PS Circulator here would simply duplicate service that already exists. It would make more sense to use 6th Street (Northbound) and 4th Street (Southbound) for the PS Circulator. Finally, there are no employment or entertainment generators along this segment of the proposed new 8th Street route — it's residential. If, by contrast, the PS Circulator ran East/West on Pennsylvania Avenue toward 6th and 4th Streets, the buses would pass the many commercial properties that line Pennsylvania Avenue West of 8th Street. Please do not do this.</p>	<p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p>
135	JE Lytle	<p>To Whom It May Concern: I want to register my wholehearted support for the proposed changes to the route and to its service hours. I think it's a very wise idea.</p>	
136	J Jackson	<p>This would really help serve areas where Metro has limited access.</p>	

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ID	Name	Comment	Response from DDOT
137	J King	Since both the eastern market metro lines and the navy yard line go to lenfant, having the circulator do the same makes no sense. With the bus to union station, Navy Yard residents are connected to the red line without having to make two metro line changes.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
138	J Doe	The school year ends in June 2018. In the morning a lot of low income families rely on this busline to get their children to school along this route. Kids ride free. Parents or care giver have to pay for their ride. It is just a 1 dollar. And this dollar goes a long way to make sure that their kids are accompanied all the way to their school door step. Metro busses are 2 dollars per trip. One for drop off and one for pick up. And do the Math. That is 4dollars a day five days a week. With this route removed, so early in the school years, it will create a lot of financial hardship for low income families just trying to get by. And, simple just trying to make sure their children get to and from school safely on a shoes string budget. Since the Circulator board seem to have predecided the need to remove the line, and relocate it to Congress Height to support all the new development around the St.Elizabeth Campus, I just want to note the impact of the April 2018 cut off date to serve the Skyland area. End of school year date would be more realistic to take into consideration. As for the removal of the line, it is a sad decision for my family. We do not own a car. We r. lie on the Circulator to connect our transportation needs through out the city for school, work and leisure simple because it is a dollar per ride, and it covers almost all major routes that we use. Transportation to school, childrens healthcare on MLK by the Big Chair. Dentist in the same vicinity. After school at Project Art next to the Big Chair. anacostia Library, Safeway and more. We have had a wonderful ten years plus on the route. It would be sad to see it go. And, from there on it will be Metro buses for 2 dollar per ride thereby adding more additional financial burden on our strained low income budget. So, the struggle is real. And, we are real people with real transportation needs in a rapidly changing city. Save the route! At least the school hours pick and dismissal would be great!	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are also local Metrobus routes that serve this area and will accept transfers within two hours. The rest of the Potomac Avenue - Skyland Route will remain unchanged. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
139	J Smith	Please don't shorten the route by eliminating service up the hill of Wisconsin Avenue to Glover Park. With no Metro in this area, the GT-US route fills a needed transportation service as a true cross-city route. (And no streetcar route would replace it). Also please don't raise the fare to more than a \$1 fee, at least not without increasing bus frequency-otherwise Circulator will start losing out to Uber pool on price (and convenience) Thank you to Circulator for your great service to our city!	DDOT has no plans to change the GT-US route at this time. Additionally, the base fare will not be increased from \$1, but rather the paper passes system will be eliminated.
140	J Martinez	I oppose changing the US-NY route. The proposed change would leave many of us closer to the Navy Yard station without a reliable way to get to Union Station. The alternative is the Metro, but that increases costs and is unreliable. I depend on the Circulator every day to get to and from work.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
141	J Thompson	I am a Ward 7 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
142	J Maga	Comments on the proposed service changes: Removing stops on the Union Station-Georgetown route is a great idea. The new route between Barracks Row and Union Station is a big improvement and will reduce trip times substantially vs. the current route. I personally will use the service much more often.	
143	J Wallace	I am a Ward 7 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	

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ID	Name	Comment	Response from DDOT
144	JB Ellison	Although I live near Good Hope Road and 14th St. SE, I would be "mostly ok" with a Circulator bus that goes between Union Station, Anacostia, and Congress Heights on a daily basis. The Eastern Market to L'Enfant Plaza seems redundant due to the Green Line, but perhaps the bus route could work for easier bus transfers or tourists at the Waterfront area. Honestly my top priority is the service schedule (long weekday and weekend hours).	
145	J Milota	I am in support of the proposed changes and service for the DC Circulator along Stanton Rd. I think that these new proposed new stops/links between the Anacostia Metro station will provide DC residents with access to valuable services from Martha's Table and Community of Hope once the Stanton Commons project opens later this year as well as the new housing which will be receiving DHCD investment.	
146	J Shaw	Please keep Navy Yard connected to Union Station via the circulator (without a transfer on Barracks Row), as it is a route many utilize for work and personal travel. This is a convenient way for those that live and work in the Navy Yard area to commute to Union Station and continue on Amtrak, VRE, or MARC.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
147	J	If you discontinue service from 1st Street SE (Library of Congress) to Union Station, you will be hurting a number of handicapped people such as myself, who rely on this bus to get from the Library of Congress to Union Station. I am handicapped, and thus unable to walk to Union Station from the Library of Congress.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. The WMATA Metrobus 97 may be an alternate route. Additionally, riders with disabilities may be eligible for MetroAccess rides through WMATA.
148	J Brown	As a Congress Heights resident, I am excited by this proposed change. Right now, to get to the dining options in the southeastern part of DC, we must take multiple transportation options. With the DC Circulator coming to our stop, we can now head to Navy Yard and Eastern Market with one simple ride.	
149	J Garlich	I am very pleased that you are planning to add new weekend service. That will greatly benefit us all. However, I am hoping that you will not discontinue service on Good Hope Road. I live on Marbury Plaza. Many of us are elderly and disabled. We cannot afford Metro Access bus service. So the circulator is vital for us to go to the doctor and run errands and go to work.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. Additionally, there are existing Metrobus routes on this segment such as the W6 and W8 that provide connection to Metrorail and other bus routes. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.

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ID	Name	Comment	Response from DDOT
150	J Lancaster	We support the change to specifically include JEFFERSON MIDDLE SCHOOL as a stop for those students riding the Circulator from Capitol Hill and the Navy Yard/Capitol Quarter neighborhood. Right now it is difficult for students to safely and easily get to their middle school, crossing South Capitol street can be very dangerous. With the proposed Circulator changes to include a stop at Eastern Market and the Navy Yard metro, the students zoned for Jefferson could easily take the Circulator to school if the new route INCLUDES a stop at Jefferson Middle School. Please ensure that a final plan takes into consideration the transportation needs of our middle school students who will be attending school at Jefferson Middle School. Jefferson is a school on the rise, it should be a priority to encourage this by making it easy and safe for students to get to school.	
151	J Montague Jr	Proposed Major Service Changes board - the title should have been "proposed Circulator changes only" because on first impression, it looks like two service areas are being removed completely, so people are misreading it. Proposed Metrobus Improvements board - should have said "with Circulator changes" for clarity. Replacements going to occur, but you can't tell that from the two boards when they are separated. Issues - the City controls Circulator/\$1 ride, but forcing people onto Metrobus/\$2, subject to Metro's budget pressures. DDOT says that we will pressure Metro so they can't do service adjustments, and we "guarantee" the changes will be enforced. I don't believe that because Metrobus says one thing but does another, calling it a "service adjustment." These people cannot afford to have poor service and long headways. Want to make sure we're thinking about issues with Circulator and Metrobus together. Concerns about cleanliness on Circulator - issues inside and out. Make them welcoming, not obviously lacking maintenance. When you introduce new service, avoid introducing during events that aren't about residents i.e. don't introduce electric buses during Cherry Blossoms, because it makes it look like the service is for tourists, not residents. Sell it to the people who are going to use it. Make more marketing offline.	WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods, which will be funded with District resources.
152	J Domergue	I am concerned that the current plan for the new route connecting downtown Anacostia to Union Station does not include a stop that is sufficiently close to the intersection between Good Hope Road and MLK Jr. Avenue. In particular, for those residents who live on the North side of Good Hope Road and who want to use the Circulator to commute to Union Station, the planned reroute forces riders to walk effectively "upstream" of the route by stopping farther away on MLK Jr. Avenue rather than closer to the Anacostia Gateway at the intersection between MLK Jr. Avenue and Good Hope Road. As a result, a significant portion of the Fairlawn community would be forced to "walk backward" only to "ride forward."	The stop on Martin Luther King Jr. Avenue SE is an existing stop that is being preserved as part of the new route. DDOT wishes to keep this stop as it is to help alleviate any confusion and to serve the surrounding neighborhood at a location that is not too far to the north or south on MLK Jr. Avenue.
153	J Booker	I am a Ward 7 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
154	J Staskal	Would have loved if this one went past Union into NoMa/H Street!	DDOT studied the NoMa neighborhood from 2015 to 2016. The analysis found that the NoMa area is well-served by high frequency transit. Overall, the routing options within NoMa are very constrained and generally duplicate service. One way to provide additional connectivity would be to utilize M Street and 4th Street. However, residents opposed the use of these streets, and M Street has speed bumps which can damage buses and cause rider discomfort. DDOT will reconsider this area of Washington, DC in future TDP updates as it monitors continued growth to evaluate if additional transit service capacity is warranted.
155	J Joyner	I would like for Circulators to run on Sundays.	The Potomac Avenue - Skyland and Union Station - Navy Yard routes will begin Sunday service from 7:00 AM to 9:00 PM.
156	J Shang	There is currently a major gap in direct bus between a large residential area (Hill East, Penn Ave corridor east of 8th St) and a major employment area and commuter hub (Union Station/NOMA area). It is currently *impossible* to reach Union Station from Hill East without a transfer. This proposed realignment would worsen the gap by further decreasing service along Penn Ave SE between 9th to 15th. Rather than eliminating service along Penn Ave SE, a better way to increase ridership would be to re-route from Skyland to Union Station/NOMA via the Souza Bridge. Benefits: * Residents of Hill East would finally gain a direct connection to Union Station. * Opportunity to decrease duplicative lines (e.g. 32, 34, 36) that overlap with Metrorail & other lines (30N, 30S). * Avoid adding to already heavy bus traffic along Barracks Row/8th St.	DDOT did not find that Hill East would support all day, 10-minute service. Additionally, ridership on PS is low from Potomac Avenue to Eastern Market, likely because of Metrorail and Metrobus service in the area.

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ID	Name	Comment	Response from DDOT
157	J Cashen	Our family is happy to see the extension of the Circulator line over to the new Wharf development. We are very concerned, however, that the plans don't indicate how the bus line intends to increase the number of buses on the line. We rely on the Circulator to commute to school and work near Union Station (from Barracks Row). If this new expansion results in longer wait times between buses, we will probably need to change our daily commuting habits to use bike share or WMATA buses.	All DC Circulator routes run every 10 minutes, all day.
158	J Bodnar	Please continue to service Union Station on the revised Union Station-Navy Yard Metro route. I use the route for a one-seat ride from Union Station to 4th St., SE on my commute. Using Metro from Union Station to Navy Yard requires a transfer. While the Metro option might be faster on some days, the ride time is more variable and subject to delays. I prefer the Circulator, which is a one seat ride and drops me very close to the door of my office. Perhaps the extension to Union Station can be run only during peak times commuting times to cut down on cost and match the times that most trains arrive/depart Union Station.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
159	J Capozzi	Best if the bus came from Potomac Metro across the Sousa bridge, up PA Ave., SE. need to see the service across the river.	This realignment would have a negative affect on the route's on time performance and trip time. The route will still serve Ward 7 and Ward 8 with the highest levels of service.
160	J Fleming	To whom it may concern, I understand that there is a proposed change to the Navy Yard Circulator Route. I have one child likely to be attending Jefferson Academy in just a few years and two others behind him. I support the proposed change to the Navy Yard Circulator route especially in the route going to Jefferson Academy. I grew up in DC going to school via the bus system and Metro. I know that the Circulator would be an important transportation resource for my child as well as other middle school kids on Capitol Hill. I ask that you ensure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a Circulator bus to their middle school. Best, John	
161	J Clark	Please don't take away the Good Hope Road Route. I need it to get to work.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes in this area. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
162	J Kilgore	I think extending the service on weekends is a GREAT idea. I often wondered why there was no service beyond 9 pm. Georgetown is a vibrant area. I'm sure residents and tourists alike will take advantage of the extended service for two reasons: parking in Georgetown is difficult to find/can be expensive, 2nd, the circulator is only \$1.00!	
163	J Ward	use of bus during winter months on Saturdays and Sundays.	
164	J Knox	Please keep the Union Station/NY Metro as is. It is hands down the best way to get to/from Nats Park in the summer.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. Nationals Park will continue to be served from Eastern Market.

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ID	Name	Comment	Response from DDOT
165	J Wisneiuski	Please keep the circulator route that goes by the Library of Congress Jefferson Building!	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
166	K Watson	My problem is they are removing Circulator from good hope road. A lot of residents in my community (8B) that ride that Circulator. We were not notified and read about it in newspaper and called us. We don't want us to move. Cheaper for citizens. They ride it everyday. Skyline town center not doing anything - doesn't make it right to take it from the community. Doesn't help us on Good hope road to move it to another location in the ward. You can get that directly where they want to go. Good help to continue doing that. You gave us and we don't want to be penalized because of Skyline Center. Parents and children ride it to school, parents to work. Easy to ride right now. Not feasible if changed. Keep it there, and i'm surprised. Seniors want to let you know that they are computer literate so we rely on. They need that bus. Not happy about the whole situation.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are existing Metrobus routes that provide service in the area. DDOT can work with WMATA to increase the frequency of these routes if necessary.
167	K Bolan	Service 7 days a week is a must. I think the Navy Yard neighborhood would use this more with consistent service. Weekends and nights is when it is needed most I think.	
168	K Carter	I'm hoping the Navy Yard- Union Station route is continues current route for is allows me to travel from Union Station to Capitol hill in the shortest amount of time. As well as serve my colleagues and those with disabilities being able to commute to and from Capitol Hill to Union Station. There are many in my building who depend on this travel route.	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
169	K Richie	I have been a Ward 1 resident for the past 4 years, but most of my work is in Ward 8. I strongly support the proposed service changes because they will improve travel to and around the community & will also help community members access vital services and community supports.	
170	K Jaffe	I work at the Library of Congress. I take a MARC train from Maryland each morning to Union Station and return via MARC in the evening. I count on the frequent availability of the Circulator during these two rush hours to get back and forth to work. There are many riders from the federal government on the bus with me, not just from the Library, but from the Supreme Court, Congress, and of course Navy Yard., and the Folger Theatre. Also, I have been noticing that over the last several months, since the announcement about potential termination of this bus route, at least once and often more than once, the fare machine on our Circulator bus has been broken. I know that revenue is supposed to be a factor in your decision, but I can't see how using data from broken bus fare machines is a real picture of your economic structure. Karen Jaffe Library of Congress	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
171	K Williams	<p>January 18, 2016 The Hillcrest Community Civic Association (HCCA) is not in favor of the proposed changes to the Skyland/Potomac Ave Circulator bus route. The change proposed by DDOT would remove and lessen the service affecting the Hillcrest community by routing the bus west on Alabama Avenue to Congress Heights Metro station. (We recommend increased service to and through Hillcrest by routing the bus east on Alabama Avenue through Hillcrest to Fairfax Village so that it can serve an area that has little bus service, inadequate access to Metrorail and downtown, and people who want the option of not having to drive.) RATIONALE: a. Alabama Avenue between Good Hope and Congress Heights Metro is already served by Metrobus 92 and W4, so there is no need for the route to extend along this corridor. The Circulator should not compete with Metrobus service. b. Hillcrest has only 1 bus serving Alabama Avenue, the W4, and it is totally inadequate for accessing Capitol Hill and downtown. c. Extending the Circulator route to cover Alabama Avenue through Hillcrest would provide Hillcrest access to the Skyland Shopping Center. There is no easy way for residents along Alabama Avenue up to Fairfax Village to access the shopping center now except by walking And this is difficult for our senior population. d. Hillcrest has no Metrorail station in the immediate vicinity, while Anacostia has 2 stations which are connected by several bus routes. The nearest station for Hillcrest is in Maryland and Hillcrest needs public transportation that provides easy access to Capitol Hill and downtown. FURTHER RECOMMENDATIONS The HCCA makes the following recommendations. 1. Eliminate the stop at the Anacostia Metro Station in both directions. Several Metrobuses serve this Metro station already. On Barracks Row, riders pass up the 92 bus eastbound from Barracks Row, and the 90's buses to the Anacostia Metro station and take the Circulator bus because the Circulator is cheaper. Again, why is the Circulator competing with Metro? This Anacostia metro stop was put in place while the 11th St Bridge was under construction. The bridge is now complete so this stop is no longer necessary. It is especially problematic in the afternoon, eastbound, when it takes a full 10 minutes for the Circulator to get through this station, due to bus congestion and bus bunching. The Circulator bias contributes to this congestion. 2. Extend the operating hours of the Skyland Circulator to one hour after nighttime Nationals baseball home games end, Sundays excepted, similar to the Navy Yard Circulator. To get to the Nats stadium, we can now take the Skyland bus to Barracks Row, then transfer to the Navy Yard Circulator to get to Nats games. But, we cannot get back to Hillcrest because the Skyland bus only runs until 9pm, leaving us stranded on Capitol Hill. 3. To eliminate the competition between the Circulator and Metrobus, either eliminate the duplication of routes or make the fares the same.. 4. We also want DDOT to consider running the Circulator bus through the completed Skyland development. It will better serve residents if it runs through the shopping center instead of staying on the outskirts of it. 5. HCCA agrees with your recommendations to do further study on the length of this route. It should be analyzed for the potential to split the route at Anacostia Metrorail station creating two shorter routes. In conclusion, the current plan that DDOT is proposing "waters down" and eliminates the Hillcrest route by seeming to expand service. The expansion areas serve other parts of Washington, DC, that are already best served by MetroBus and MetroRail. Any expansion should be within the immediate area of the Hillcrest community. Thank you for your consideration.</p>	<p>DDOT does not plan on serving Alabama Avenue except to connect to Congress Heights station. The DC Circulator is designed to connect busy activity centers that demand all day, 10-minute service, and DDOT did not determine that Hillcrest would support high-frequency transit. The Skyland area does not currently support all day, 10-minute service. DDOT will continue to monitor development in Wards 7 and 8.</p> <p>We agree that DC Circulator should not duplicate service with Metrobus. DDOT does intend to keep the \$1 base fare.</p>
172	K Rebolz	<p>1. I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. 2. Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. 3. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.</p>	
173	K Erbacher	<p>This route change makes it harder and more expensive for people who live on Good Hope Road to get to work, school, or anywhere else. The Circulator runs more frequently than the 92 or W5, making it convenient to get anywhere in the city. The new route takes us off route meaning we have to takes buses that run less frequently and cost twice as much.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase the frequency of the 92 to 10-12 minutes in the peak periods.</p>

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ID	Name	Comment	Response from DDOT
174	K Kilroy	This is my main form of transportation to work. There is absolutely no other efficient route on public transportation. Why can you not just extend the service for a longer route? Rather than eliminating the stops? It is vital that you keep the stop in front of the Library of Congress/Supreme Court.	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
175	K Matousek	I know that the meeting was last night, still, I write to express I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy, where my son will attend school in 2 years. The Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school. Thank you and best regards,	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. Additionally, the current circulator trip takes 28 minutes to travel between Union Station and Navy Yard, while the trip can be done in 20 minutes using Metrorail.
176	K Telligman	Please continue service from Union Station to Eastern Market. Many people, including me, use this route - especially before and after baseball games. It's so much nicer than WMATA buses or trains. Proposed changes extending to L'Enfant are fine.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
177	K DeYoe	While I appreciate the additional service hours, the new routings provide a significant reduction in connectivity. Moving the route from 2nd and 1st Sts. NE which currently have no other bus service over to 8th St. NE means it duplicates the existing Metrobus service on 8th St NE/SE for a greater distance than the previous routing. This will once again mean there is no good north-south bus service between 4th St. SW and 8th St. SE, a distance of over a mile with no north-south service. Additionally, traffic conditions around Stanton Park are often congested and may represent a slower trip than the previous route. Please consider keeping the current routing between Union Station and Eastern Market Metro, or adjusting the alignment to run exclusively down 2nd St. NE/SE instead.	Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.
178	K Hanlon	I am writing to object to the plan to route the PS Circulator buses over the primarily residential stretch of 8th Street SE between Pennsylvania and Massachusetts Avenues. First and foremost, the additional buses would impede the safety of our DC residents because 8th Street is a designated fire and rescue corridor. The ambulance, fire and police vehicles will have even more traffic to contend with thus slowly their ability to help the residents of our community. Secondly, the 90 and 92 buses are currently running along the proposed route. Is there really a need to duplicate what is already here? Thirdly, the roadbed was not designed to withstand a high volume of heavy vehicles. The road conditions have drastically deteriorated over the past few years which is amplifying the vibrations to the buildings along this street. In conclusion, I recommend that the one way streets 6th Street (Northbound) and 4th Street (Southbound) would be a better fit for the Circulator busses. These streets are not currently served by any Metro busses and the Circulator would fill a current unmet need on those roads.	Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
179	K Jarboe	<p>My name is Ken Jarboe. I'm a member of the Board of Directors of the Capitol Hill BID, and I'm testifying on behalf of the BID. The BID strongly supports -- usually people don't have trouble hearing me. As some folks in this room know. The BID strongly supports the extension of the route from Eastern Market to the Waterfront, and the service, and the extension of the service hours, especially on weekends, and the longer hours in the evenings. We would prefer that the route from Eastern Market to Union Station remain as part of that route. So, it becomes the Union Station to Eastern Market, the Navy Yard, the Waterfront-Wharf route. Understanding that they may not happen, our, we would support the two routes, maintaining some connection from Union Station to Eastern Market, but we would have three requests or issues with that particular route. First, there needs to be a single point at Union Station where all the routes meet, not routes on the Union Station-Capitol Hill route on one side of Union Station, and then the Georgetown and other routes on the other side. That leaves people wandering around, trying to figure out how to connect between the buses. Second, we would urge you to use the 4th Street-6th Street connection between Mass Avenue and Pennsylvania Avenue, rather than 8th Street. In fact, I was at an ANC meeting last night where the residents on 8th Street are talking about the fact that that road can no longer handle the capacity that's already on there of trucks and buses. Also, if you use the 4th and 6th Street, you at least have some stops that are closer to the business on the 200 and 300 block of Pennsylvania Avenue. So, we would urge you to use those two streets as the, if you put that route in place, to use those two streets. And the final one, which I know you'll hear a lot more of, and you've got to do something about that D Street turnaround. The craziness of what I call the coffee corner where D Street, where Starbucks and Dunkin' Donuts, is already crazy. And so, adding a left turn from the buses onto there is just going to exacerbate it. I don't have an easy answer to that. The easy answer is just to continue up to Union Station and do the turnaround there, but that would be our preference. Thank you.</p>	<p>DDOT found that the connection between Union Station and Eastern Market does not warrant all-day, 10-minute service. Continuing this connection would not be responsible use of District resources.</p> <p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p> <p>For the service changes on June 24, 2018, DDOT will not reverse the 700 block of D Street SE, but will continue to discuss this turnaround with the community.</p>
180	K Thomas	<p>My name is Kenya Thomas, and I live in the Anacostia section. I'm a homeowner over in Anacostia, and I think that it's awful that you all are doing the Skyland Circulator that way that it is. There are a lot of people over there that may not be out here tonight because of the weather or whatever, but I am one and I speak for many out there. And I like the young lady and the young man who spoke about Hillcrest. There are other parts of Southeast that the Skyland and Circulator will be affected. There are a lot of people who have to take their kids. Kids go to school over there. And to eliminate that part of the Circulator, I think, is just awful. I really do. I think that you all, there's a little, we had, we pay taxes out there, and we are citizens. Some of, most of us are homeowners over there. We need the Circulator. We really do. And I think that it's just awful. You all need to do a little bit better than that over there. Why do we always have to suffer because of what you all want to do? That's all I have to say.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes and provide better communication with the ANCs and other members of the public.</p>
181	K Rannekleiv	<p>Please do not discontinue service from union station. There is no other public transportation that connects navy yard to union station without transfers. I rely on the bus nearly every day for my commute. I regularly see the bus full from Union station to eastern market. Thanks</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.</p>
182	K Moore	<p>This would be very helpful serving Capitol Hill kids that attend Jefferson. Realigning the route will give the kids a safer way to get to school. Please consider moving forward with this option.</p>	
183	K Hamm	<p>I strongly support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. My older son will be attending Jefferson in a few years and this proposed route will help him and other neighborhood children travel to and from Jefferson safely. The Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. I ask that any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.</p>	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
184	K Mitchell	<p>Hi. Good evening. My name is Kimberly Mitchell. I am a UFCW Local 400 member. We're unionized and this is actually the first time I actually came to one of these hearings, and it is amazing. I want to tell you thank you for putting on this show, because as far as what I can tell, and what's actually happening is really one attack on one neighborhood is attack on all of our neighborhoods. But I used to actually work at L'Enfant Plaza, and I am familiar, very much, with that area, of how many tourism actually comes through that location, and how they're not able to get from L'Enfant Plaza down to the various museums and things like that. And after visiting the new location at the Wharf, and everything, and going to the Bible Institute, and all those things, and realizing that the Hoffman Developers who developed the Wharf, which, you know, made these promises actually when the mayor back then actually gave that piece of property away, and promised good jobs and things like that, which did not take place. They do have jobs, but they're not jobs that are able to sustain the livelihood of someone. They realized that, at that particular time, there was actually no transit in that area. So, you know, what I'm, what I'm listening to right now is, like you said, you do a study every couple of years or whatever. Well, I know for a fact, in a couple of years, you're going to come back and you're going to be eliminating way more services to our so-called communities because this is really not about communities. This is really about making sure that that corridor is serviced, and that people get back and forth to that. And I would be really not shocked if I sat here three years from now, and when you come back with that, and probably, at that particular time, I understand that our DC tax dollars are paying for part of this service, and part of it is privatized, but I'm pretty sure, once that, the money that can be made off of this service really comes to light, it will no longer be a dollar. It would actually all be privatized and the other, those people who are actually riding the system now who are unionized, who are getting decent pay and decent benefits, those jobs will be gone and it will be people who will be getting low wages and no benefits at all. So, thank you for masking this, but please tell your shareholders to please think about the communities, because one attack against one community is an attack against all of our communities. Thank you.</p>	<p>DDOT has recommended the service changes based on a number of studies that were conducted. The agency will continue to examine service after it is changed and will make determinations about potential future changes if necessary.</p>
185	K Tran-Malan	<p>I would like to see the route to also include NOMA! The residents & community would definitely benefit from this.</p>	<p>DDOT studied the NoMa neighborhood from 2015 to 2016. The analysis found that the NoMa area is well-served by high frequency transit. Overall, the routing options within NoMa are very constrained and generally duplicate service. One way to provide additional connectivity would be to utilize M Street and 4th Street. However, residents opposed the use of these streets, and M Street has speed bumps which can damage buses and cause rider discomfort. DDOT will reconsider this area of Washington, DC in future TDP updates as it monitors continued growth to evaluate if additional transit service capacity is warranted.</p>
186	K David	<p>Use service from Union Station to Capitol Hill during weekdays. Prefer Circulator to Metro and pay extra for service.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the new Potomac - Skyland Circulator route will provide service between Union Station and certain parts of Capitol Hill such as Eastern Market.</p>
187	K Amenu	<p>1.) Fare is excellent (\$1.00) 2.) Buses are coming every 10 minutes that is excellent. But what I saw in summer time was: bus was coming late by up to a half hour or more. And there was no air conditioning or it was not working. I saw people sweating and falling asleep. It was very uncomfortable. It was very very hot.</p>	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
188	K Molloy	While I appreciate the addition of more service and transportation options to the Wharf, I rely on the Circulator for my daily commute from the stop at 4th and Penn up to Union Station. The proposed service changes eliminate the option of any public transit going from Pennsylvania Avenue and up First Street.	The Union Station - Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). The route currently serves areas that do not demand high-frequency, all-day service. The new Potomac Avenue - Skyland Route will serve Capitol Hill and Union Station. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
189	K Anderson	I am a 60 year old woman who needs to get back and forth between the Library of Congress Madison building and Union Station. Although I make a effort to walk this distance as often as possible, it isn't always practical for me, and sometimes I need to get on the Circulator bus. I am especially concerned about the older workforce, and the people with limited mobility who need to get from Union Station to the Library. We can't all afford taxis on a regular basis. If you want more ridership on this route, have you considered putting "Library of Congress" on the bus sign? I bet a lot of tourists would get on the bus right away-- so many of them have asked me for directions to the Library near Union Station.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT can work with WMATA to increase frequency of existng local bus in this area and can provide better signage and wayfinding to help riders who may not be familiar with the system.
190	K Sweeley	Both proposed changes that are selected are completely acceptable to me as a current rider of the D.C. Circulator. Sometime in the future, could it be possible to launch a D.C. Circulator route going between Union Station and the Washington D.C. Convention Center?	DDOT will examine possible future Circulator Routes once service has been updated.
191	K Clark	Do not get rid of the Union Station route. If you do, everyone will take an uber because anything else isn't as convenient or financially possible. Keep this service please.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders can connect to the new Potomac Avenue - Skyland route at Eastern Market for access to Union Station.
192	L Mock	I am opposed to the realignment of the Union Station - Navy Yard Metro Circulator Route. As it functions now, this route helps to connect the Green, Orange, Blue, and Silver metro lines (at Navy Yard and Eastern Market) to the Red metro line (at Union Station). Further, the route currently provides travelers from the Navy Yard Metro area with convenient and cost-effective transportation to the trains and buses at Union Station. The proposed route realignment would connect Eastern Market to L'Enfant Plaza via the Navy Yard and Waterfront Metro areas. These areas are already well-connected and well-served, however, by the Green, Orange, Blue, and Silver lines of the metro. Therefore, this realignment would be duplicative of existing transportation infrastructure. I would encourage DDOT to reconsider this route realignment, and thank them for the opportunity to comment on this matter.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
193	LS Boadi	I love this service. I hope it continues without changes. Maybe have it run on Sunday too.	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
194	L Chinarro	I think there should be a minor change in the Green line/Woodley park-Farragut. The distance between the Irving/14 street and the next one at 14/U is the longest of the Circulator system, with 1,1 miles. There should be one stop in between, around Euclid St	DDOT does not have plans to make changes to the WP-AM route at this time.
195	L Simmons	Please do not take away the route that all of the Dot and Navy yard personnel use to and from Union Station. Please keep it at least for rush hour. Many people use this route and we always comment about how often the machine does not work. The number of people that use this route is very high. The bus is usually full in the morning and slightly less use in the evening.	The new Potomac Avenue- Skyland Route will provide service to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
196	L Goldstein	I live in Navy Yard and work next to Union Station. I take the circulator to and from work every day and the change in route would significantly disrupt my commute. One of the major factors of staying at my current apartment was the current ease of my commute.	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
197	L Thoms	I support the proposed changes, particularly extending the route to go to Jefferson academy. This would allow children who live in SE Capitol Hill to have direct transportation to their in-bounds middle school. Please make sure that any final plan will extend from Eastern Market to Jefferson.	
198	L Chappelle	I would appreciate it if this service would run on weekends also. Not just seasonal.	Both the Union Station - Navy Yard and Potomac Avenue - Skyland route will run service 6am-9pm weekdays and 7am-9pm weekends year round.
199	L Daniels	: Hi. My name is Leah Daniels. I own Hill's Kitchen, which is in the 700 block of D Street, SE, which is right at the roundabout that is currently proposed for the terminus for the Eastern Market-Waterfront. I actually love the idea of having the bus go down to the Waterfront. No complaints. It goes by the baseball stadium. Thrilled. However, D Street is a very small street. Currently, it does not have ample room for the current traffic that is serving it. Everyday there are backups. There are frequent car accidents, and it frankly cannot take a bus. As the street is proposed to be turned around, which I'm actually opposed to, it would have the bus turn west on D Street from 8th Street at an intersection that currently does not have a stop sign or a stop light, having it then turn around on 7th Street, going north on 7th Street, and then east again on Pennsylvania Avenue. They're just, the streets are too small. Even having the bus go down E Street and 7th Street, it's too small. Ivan's suggestion of having the bus go down 6th Street to North Carolina, serving the Rumsey Aquatic Center, as well as Eastern Market, sounds great to me, and I've, I love the idea of having it continue to Union Station as well. I guess that, really, what I'm saying is D Street needs to be looked at more carefully for, before a decision is made.	For the service changes on June 24, 2018, DDOT will not reverse the 700 block of D Street SE, but will continue to discuss this turnaround with the community.

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
200	L Wilson	I think it would be a disservice to the residents in our community to discontinue the current route on Good Hope Road. Reason being, a lot of people ride the Circulator because it is \$1.00 cheaper than Metro. Additionally, when riding the Circulator one does not have to compete with the hustle and bustle of the metro to and from school. If in the event you are still going to eliminate the route due to lack of ridership, the circulator route should be re-implemented when the Skyland township project is completed in the future.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are existing Metrobus routes that provide service in the area. DDOT can work with WMATA to increase the frequency of these routes if necessary.
201	L Blackmore	Great Re-alignment ideas. I support them 100%	
202	L Clark	While it would be great to have circulator service to the waterfront again, it is more effective for me to have service from Navy Yard to Union station. I usually take the bus from Navy Yard to Union station during the week so I can get to work. It also is more convenient during game days. Saturday service would also be great. I tend to have to wait on the metro for 15 minutes for a train to get me to the red line but the circulator would be able to fill that void	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
203	L Cealleigh	There was apparently a request to INCLUDE the NOMA area as a way to continue the re- development of DC and make living in DC a more attractive option- however that proposal seems to have been set aside and ignored. I think that it would be rudimentary to include some portion of NOMA in the CIRCULATOR route & schedule even if it was ONLY peak or skip 2 and every 3rd circulator... even just a WEEKEND service or evening... something to begin the process of assimilating these new areas into the DC metro community. A stop at Union that then traveled North/South on FIRST ST/North Capitol could easily be integrated into the proposal as is- it seems obtuse that NO accommodation has been made- is there a reason to ISOLATE these NEW DEVELOPING AREAS? Increased mobility RETURNS in greater economic activity & higher revenues... so this would probably end up generating surplus revenue rather than becoming a deficit burden cost. I really think you should take an INCLUSIVE approach to NEW DEVELOPING communities and be PRO-ACTIVE in any ways & means that can accommodate greater integration into the existing DC communities. Thanks for considering these thoughts. I am biased since I would certainly make use of such a service- since I am located in DC NW the NOMA area.	DDOT studied the NoMa neighborhood from 2015 to 2016. The analysis found that the NoMa area is well-served by high frequency transit. Overall, the routing options within NoMa are very constrained and generally duplicate service. One way to provide additional connectivity would be to utilize M Street and 4th Street. However, residents opposed the use of these streets, and M Street has speed bumps which can damage buses and cause rider discomfort. DDOT will reconsider this area of Washington, DC in future TDP updates as it monitors continued growth to evaluate if additional transit service capacity is warranted.
204	LP Vargas	I am so happy to see the changes to the routes and the hours of the Union Station and Potomac Ave circulators lines. I just moved from Eastern Market and was always frustrated to live so close to historic Anacostia and Union Station but found it difficult to get to those areas on the weekend or after work. Union station has great shopping, I would have loved to have gone there on winter weekends to get some food and shopping done but the circulator never ran on the weekends when it was cold. Had the circulator gone later I would have stopped by union station on my way home picked some things up then taken the circulator home (I would do this when we had early releases). I'm especially glad to see that the SE/SW areas will be connected via circulator. Having to transfer from metro to circulator to go .7 miles is silly and makes it less likely for people to do, especially in the cold. I can't wait for the circulator connecting the SW waterfront, navy yard, and eastern market! I think it will be a great addition to all the neighborhoods. In the spring and summer getting to and from these neighborhoods is easy, I used to walk it all the time, but not in winter! Every winter I mourned the loss of the circulator just when I actually want to start using it. April 2018 can't come soon enough! I think the \$1 fare is great and have not used the unlimited-use passes, so that will not affect me much. I'm really looking forward to next winter with the circulator. I wish you could start these routes now!	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
205	L Heines	My comments are quite different from any other. It's all about seats. Falling them down and it's quite bad as seniors or any person not feeling well. Is there something that can be done to make it comfortable for everyone? Whenever the buses get a little crowded the one standing have a hard time with the long handles to hold on. More and more people are riding every day so why not increase the fare to \$1.25? That's reasonable I think. Please, please if you can do something about the seats pulling them down all the time.	DDOT has invested in 40 new buses with increased seating. Additionally, DDOT does not plan on increasing the DC Circulator fare from its base fare of \$1.
206	L Leavitt	Hi. My name is Lucy Leavitt, and I think that a Circulator from Eastern Market to Jefferson Academy is really important to me. One reason I think it could be, like, really helpful is that I can be more independent, rather than my mom and dad having to walk or drive me to school, and my, and I can just go and be ready for the future. Another reason that it's, that I think an Eastern Market to Jefferson Academy Circulator is important because it's more safe. For example, instead of going to the Metro with many strangers, I can be on the bus with maybe a few people I know. Another example is that the Metro can get stuck, while the Circulator bus can just go straight. One suggestion that I have to stop having a stop really close to Jefferson Academy, but a safe, a safe stop for students to go back home from school. All of this proves that the Circulator from Eastern Market to Jefferson Academy is really important and helps our community. Thank you.	
207	L Medsker	I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.	
208	M J	I use the route from Barricks Row to Union Station. I was told this morning by the driver that you are doing away with this route this spring. Why? It's the only reasonable mode of transportation across the Hill to this area. That's ridiculous. Who made this decision and what can be done to stop the change? Idiots obviously made this change. It's a long walk from one side of the Hill to the other. Please reconsider. When is this change supposed to go into affect? Please reconsider.	The new Potomac Avenue- Skyland Route will provide service with to Union Station. The levels of ridership traveling from Barracks Row to Union Station was not high enough for the service to continue being effective. The Metrobus 90 and 92 will provide service to areas near Union Station and to NoMa Station which will allow riders to transfer to Metrorail.
209	M Luckey	Please be sure to keep the m Street SE/SW routes. There are so many of us that use it after commuting into/away from DC to Union Station.	The Union Station - Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). The route currently serves areas that do not demand high-frequency, all-day service. The new Potomac Avenue - Skyland Route will serve Capitol Hill and Union Station. The trip from Navy Yard to Union Station on the current route takes 28 minutes, but can be done in 20 minutes using Metrorail. Additionally, 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
210	M Johnson	There are always folks on this route. There are no other bus services that go from Capitol Hill to Unions Station. No brainer here folks. I use the route from Barricks Row to Union Station. I was told this morning by the driver that you are doing away with this route this spring. Why? It's the only reasonable mode of transportation across the Hill to this area. That's ridiculous. Who made this decision and what can be done to stop the change? Idiots obviously made this change. It's a long walk from one side of the Hill to the other. Please reconsider. When is this change supposed to go into affect? Please reconsider. Thank you.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
211	MS Mayerson	There needs to be Eastern Market to new DC United Stadium (Audi stadium) at Buzzard Point.	DDOT intends to serve Audi Field on game days, but we do not currently have details on the route.
212	M Hjalmarson	With the new routes around the Mall, I thought this was a nice option for tourists and visitors so I'm sad to see it go. Will Circulator be on the Metro day pass?	The DC Circulator will continue to accept the SmarTrip 7-Day Regional Bus Pass available through WMATA.
213	M Thompson	<p>Good evening. My name is Maria Markham, M-A-R-K-H-A-M, Thompson, T-H-O-M-P-S-O-N. It is not hyphenated. I will give you the highlights of what I have to say, and then I will send actually written comments. I use the Circulator, the Navy Yard route, to get from Union Station when I get off the MARC train, to get up to Capitol Hill. I have a disability. I cannot make that walk. It is 1.2 miles, and you go from 33 feet above sea level to 88 feet above sea level when you pass the US Supreme Court. That is quite a rise, 55 feet inside of a mile. And there are many other people with disabilities who ride the bus with me, and the loss of the service from Union Station to Capitol Hill, which is what happens, even though you have that nice black arrow that gets from Union Station out to the Navy Yard, I'm not going to the Navy Yard. I need to get up to Capitol Hill, and I do not have other good transit operations, options. The bus that was there, the 96, no longer runs during the day. You have rump service left. That doesn't even cover all of the peak time on the 97. The Metro require is twice as long because I have to travel from Union Station to Metro and come back out, and it doubles the cost. It's a \$2 ride, even on SmarTrip. And I have to do a multi-level change to get from red line to the orange line. That is not options for me. I need this bus to be able to go to work. And I have some real problems with the way the analysis was done. First of all, in the equity analysis, DC's own rule, 18503, indicates that the analysis should be done based on ridership. It wasn't done based on ridership. It was done based on the population living on Capitol Hill, which has a lower level of minority people, and low, and fewer low income people. But in the count that I will provide to you, that I took from the time the final report was released yesterday, I found that the ridership is 75 percent minority. Not only that, there's a large population using the bus who work at the Library of Congress under, what we call AbilityOne contracts, that give employment to people with disabilities. And those people were not included because you didn't count ridership. You looked at residency. So, and finally, you did note that you got a lot more negative comments than you had in the past because doing neighborhood outreach, but never coming down to Union Station to look at the people who are using this as the end of their commute left out an important segment. So, in closing, what I wish to say to you is that the DC Circulator should continue providing service from Union Station to Eastern Market until such time that the determination to end it is based on well-supported research of the ridership. And further, it must not be allowed to end until there is a sound plan and enforceable agreement with WMATA has been implemented to replace the service. Thank you.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods and may do the same for the Metrobus route 96.</p>
214	M Wilsey	I am very supportive of these route changes, as they will benefit the residents in Ward 8 by providing better access to resources at Martha's Table & Community of Hope's new location, as well as THEARC. I am on the board of directors for Rebuilding Together of DC, so know that the need in these communities are real.	
215	M Connolly	<p>I strongly object to the the re-routing of the Potomac Avenue Metro/Skyland route to traverse 8th Street SE from PA Avenue SE to Massachusetts Avenue NE. This route goes through primarily residential streets which are within the Capitol Hill Historic District. Our historic homes, especially the brick homes, on 8th Street are already experiencing severe vibrations from construction, commercial, and personal vehicles as well as the current 90 and 92 WMATA bus routes. Since 9/11, 8th Street has become the primary north-south route for these vehicles and a major commuter route as well. The road bed has not been re-engineered and re-constructed to support this load and our homes are being damaged as a result. Additionally, the 200, 300 and 400 blocks of 8th Street are heavily used by Eastern Market, flea market, and nearby restaurants and shops on the weekends. Expansion of Circulator service to 7 days a week service would create traffic bottlenecks and traffic noise that would reduce our enjoyment of our homes and neighborhood.</p>	<p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p>
216	M Madigan	No No No No No No No No No. I, along with many others get on the bus at the 4th and M location. Many of us ride well past Eastern Market. I ride to the Supreme Court. Changing the route will negatively affect my commute to work. We need this bus line. It is the only easy, affordable community option.	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.</p>

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ID	Name	Comment	Response from DDOT
217	M Corbliss	I take the Circulator from Union Station to the Navy Yard every day. I can tell you there is always a line at the stop. How can you be considering the elimination of a bus stop at the largest transportation hub in the Nation's Capital? Please reconsider. Thank you.	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
218	M Gillman	I support the proposed changes of the eastern market route in order to expand service to the Waterfront/Wharf. I also support the proposed service expansion, especially Sunday service. The new service will make it easier to reach new shopping opportunities at the wharf from E. market area.	
219	M Nevitt	I *strongly* oppose any Circulator bus route on Sixth Street SE and NE for the following reasons: 1. 8th Street is the well-established bus route on Capitol Hill. My wife and I purposely purchased our home on A street NE and ruled out 8th Street NE because of the additional noise and traffic brought about by the established bus routes. 2. 6th Street SE/NE is already significantly backed up during the weekday rush hour. The Circulator would only add significantly to that. It would require a new traffic study and re-timing of lights on 6th and Pennsylvania. 3. Fundamentally changing the bus route to 6th Street NE/SE would harm the quiet enjoyment of nearby residents, many of whom purposely purchased their home to have a buffer from the noise and traffic of the 8th Street established bus routes.	DDOT does not plan to route the DC Circulator on 6th Street NE/SE.
220	M Striggles	To whom it may concern. I'm one of the fellow paying customers who enjoy riding circulator bus service because I live on the Good Hope Road route. I know that this is pretty much late being I'm just now finding out about this proposed plan that's happening, honestly I don't like the idea. Why? Alot of customers who rides the circulator would be upset and we have to sit and wait for a regular Metro bus that takes approximately 30 to an hour where with this service we can wait less than that. Please don't take this route away from us paying customers because we do love riding with this service	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
221	M Pearson	Good Job	
222	M Albert	Need to add a stop at 2nd & D Street NE to serve the Stanton Park neighborhood.	DDOT has determined the Circulator stops based on current and project levels of ridership. If more ridership develops in certain areas, DDOT will examine the viability of locating a stop there.

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ID	Name	Comment	Response from DDOT
223	M Buckley	<p>1. There is only 1 bus that runs on Good Hope Road, SE, that goes to the Anacostia Metro Station & that is W-8 which goes in a circuitous route & takes on average of reaching Metro within 30 plus minutes 2) Only the Circulator goes past the Social Service Center at 2100 MLK and past the Social Security Office in SE, 3) The bus V-5 only runs early am & stops throughout the day, resuming again at 4pm-5:45pm ; 5) W8 & W6 are NOT 2 separate services , either W8 or W6 runs they do not operate as separate buses (as listed in Section 4.1, 6) Only 92, W6/W8, V5 & Circulator on Good Hope with neither 92, W8/W6, V5 going south on MLK, with poor people unable to reach the social service center, Soc Security Office or DHCD - very bad, bad news since many receive services from these centers, 7) Its less costly to go downtown from Anacostia Metro than for residents on Good Hope to take a bus (as proposed) from Congress Heights Metro station to downtown. Furthermore, CH is much further from Good Hope Rd to travel via bus to board a Metro train than taking a train from Anacostia Metro to downtown. To do such would add a much longer ride by bus, more time riding & more costly once on the CH Metro. Makes no sense to think about having me take a bus from Good Hope, ride to CH Metro & take the train for additional distance/travel time & pay more for the CH train south of me back to Anacostia Metro north when now we take the Circulator directly to Anacostia Metro. 8) I use the Circulator from Good Hope to shop at Trader's Jo's, as convenience walk to Harris Teeter, 9) I use the Circulator for reaching Mayor's new East of the River Office. How can DDOT think of taking away the Circulator when so many poor and disadvantaged people are now depending on that service. This is a terrible idea & should be jettisoned quickly. The proposed route to Union Station, I use UStation less frequently only when I'm taking trips out of town on bus or train. The convenience of having a Circulator go there from Good Hope is ideal, but taking the Circulator to those places that I use daily is desirable & needed. Leave the Circulator on Good Hope Road! Thx mary buckley</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. Additionally, DDOT will work with WMATA to examine the existing local bus service in this area and see if the peak frequency can be increased to alleviate overcrowding. The Potomac - Skyland and Union Station - Navy Yard routes will still allow riders to transfer at Eastern Market. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.</p>
224	M Buckley	<p>Removing the Circulator from Good Hope Road takes away people's ability to reach 2100 MLK Avenue, the social services agency and social security department. The 92 does not travel down MLK. Also taking the 92 to Congress Heights Metro costs much more than taking the Metro from Anacostia Metro. From 2200 block of Good Hope Road on the 92 to Congress Heights is a very big distance to travel, and you then need to pay more to take the train back north. Many residents on Good Hope Corridor are poor, elderly, handicapped, and need to visit 2100 MLK Avenue. The travel on the Circulator to Anacostia Metro costs less than traveling south to Congress Heights. Why make Good Hope residents pay more by going to Congress Heights then Anacostia to get downtown?</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. The W6, which travels on Good Hope Road and MLK Avenue is an alternate route. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.</p>
225	MC Gumbleton	<p>I am writing to object to the plan to route the PS Circulator buses over 8th Street SE between Pennsylvania and Massachusetts Avenues. This stretch of 8th Street is almost exclusively residential. It is a designated fire and rescue corridor, which means that we constantly have police cars, fire trucks and ambulances using it, in addition to both the 90 and 92 buses. On top of that, for the past three years, 8th St SE has been the route used by all of the construction traffic servicing the Hine and waterfront/Barracks Row construction sites. As well, we experience significant traffic issues during weekends generated by visitors to Eastern Market. These will now only be exacerbated by traffic coming to the New Trader Joe's, who's indoor parking entrance is at 8th and C SE. Thus the road already carries a volume of commercial traffic far in excess the load that it was designed to bear. The roadbed along this stretch of 8th Street is already in incredibly poor condition. Adding the proposed number of new bus runs per day to the traffic load will be disastrous to those of us living here. All of the properties on this stretch of 8th Street lie within the Capitol Hill Historic District. The vast majority are row houses that are over 100 years old. Most are constructed of brick and mortar, and thus vulnerable to vibration. They are already experiencing vibration damage from the high volume of heavy commercial vehicles traversing an inadequate and poorly maintained roadbed. I've already experienced plaster damage along the front wall of my house, facing on 8th and many of us living along the road have made repeated requests to the city to have the roadway maintained in light of the commercial traffic volume we're experiencing. The road can't handle the additional vibration that the proposed number of weekly PS Circulator bus runs would generate. Given that 8th SE between Penn and Mass Ave is already served by the 90 and 92 Metrobus routes, running the PS Circulator here would duplicate existing service. It would make more sense to use 6th Street (Northbound) and 4th Street (Southbound) for the PS Circulator. Our road is already overburdened to the point of causing structural damage to our homes. Please rethink this.</p>	<p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p>

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ID	Name	Comment	Response from DDOT
226	M Jefferson	I use the Skyland Route and I use it every day. I would hate for them to take away the service because it helps me to get back and forwards to get my grandson from daycare.	The Potomac Avenue - Skyland route will not have service eliminated but will instead serve new areas with a new route. The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are also Metrobus routes that will serve this area frequently. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
227	M Dunavant	Any changes that would cut off access through Seward Square would greatly diminish my ability to affordably and comfortably get to/from work. Please keep service going through Seward Square.	Seward Square will continue to be served by the Union Station - Congress Heights route.
228	M Jex	I depend on the Capitol Hill to Union Station route to get to work. Will this mean I don't have that option?	The new Potomac Avenue - Skyland route will serve parts of Capitol Hill and Union Station and will connect to the new Navy Yard Circulator route which serves other areas on Capitol Hill. DDOT is also working with WMATA to fund additional trips on the Metrobus 97 route to extend its service in the peak periods.
229	M Raftery	I would like to submit a comment regarding the US-NY Route realignment. I have no problem extending the route to include L'Enfant and Waterfront Metro stops, however I believe it is a mistake to remove the Capitol Hill route. Whenever possible I will walk to Union Station however when the weather is bad/cold, or if I were a person that had limited mobility I would want to ride the circulator. Employees on the Capitol Hill complex commute in large numbers to Union Station for MARC and VRE - removing this service creates a gap in access to the redline and a major commuter hub. Additionally, this will create a gap in easy tourist travel around the heart of the city as I regularly see tourists riding the route. I would suggest that in lieu of removing the Capitol Hill section there be less circulator stops down 8th St. SE (I believe 4 stops within a 5-6 block stretch is excessive). If I were queen for a day the stops would be as follows: Union Station/Supreme Court/Madison Building/Eastern Market/8th & L St SE/Navy Yard/Waterfront/L'Enfant.	The Union Station - Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). The route currently serves areas that do not demand high-frequency, all-day service. The new Potomac Avenue - Skyland Route will serve Capitol Hill and Union Station. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.

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ID	Name	Comment	Response from DDOT
230	M Millar	<p>Comments for the Record for the District Department of Transportation (DDOT) Hearing on Proposed DC Circulator Route By Kelly Sweeney McShane, CEO, Community of Hope January 10, 2018 Thank you for the opportunity to provide comments and feedback on proposed new routes for the DC Circulator. Community of Hope is both a medical provider and homeless services provider with several locations in Ward 8, including the Conway Health and Resource Center, located at 4 Atlantic Street, SW where we provide medical, dental, and behavioral health services, and Homelessness Prevention Program services to divert families from shelter. Currently, a satellite location, The Commons at Stanton Square ("The Commons"), is under construction on Stanton Road, SE. The proposed route includes access to Stanton Road, SE, and Community of Hope strongly supports this expanded route. The Commons is a collaboration between the Horning Family Fund, Horning Brothers, Community of Hope, and Martha's Table, to provide affordable and market rate housing, behavioral health services for children and adults, and early childhood education and nutrition programming for children and youth. Ultimately, the shared goals of The Commons are: children meet their academic, health, and social-emotional developmental milestones; families have stable housing and food security; families meet their emotional well-being goals; and babies are born healthy to healthy moms. The residents of The Commons, clients who will receive services there, and community members utilizing the education, development, nutrition and food services, and other supports to be offered at the location, would benefit greatly by having the DC Circulator route near to their homes and/or able to connect them to a variety of services. As transportation access in Ward 8 can be challenging, we are very supportive of the new Congress Heights to Union Station via Anacostia route. This route would not only provide better access to resources for Ward 8 residents both within and outside of the Ward (and the larger East End), but will help mitigate the impacts of structural poverty by offering much needed connections to services and programs. Additionally, the proposed route would also help improve access to Ward 8 for residents and visitors, which may also help foster additional opportunities and patronage of Ward 8 locations. Further, as a provider whose mission is to create opportunities for low-income families in the District, including those experiencing homelessness, to achieve good health, a stable home, family-sustaining income, and hope, Community of Hope also notes that the proposed route would go near THEARC (Town Hall Education Arts Recreation Campus), which would be of great benefit to clients, residents, and visitors. THEARC provides a home to 11 nonprofits with the overall goal of improving the quality of lives of District residents living in Ward 8. For Ward 8 residents and visitors, having DC Circulator access to the services to be provided at The Commons at Stanton Square, THEARC, and additional service providers along the proposed route will create additional opportunities and provide connections to much-needed services. In closing, Community of Hope strongly supports expanding DC Circulator access to the proposed route, connecting Congress Heights, Anacostia and Union Station, as this expansion will greatly enhance Ward 8 residents' ability to access a variety of community supports and services. We also propose that a route that provides access from THEARC on Mississippi Avenue, SE to the Conway Center in Southwest be considered during the next round of service adjustments. Thank you for your time and consideration to these matters.</p>	
231	M Bartscherer	<p>Please, please, please, endorse and fund the Potomac Avenue - Skyland Route. I am a board member at Martha's Table, and frequently travel to our new under-construction facility there. You will hear from many of our supporters, board members, contributors and, most importantly, families relying on our services. Transportation in Ward 8, and especially in the Hillside community is inadequate and needs this route to support seniors, children, mothers and fathers and the employees of our organizations so that every child and every family the resources they need to succeed. Thank you for your service in support of our community and our city.</p>	
232	M Champion	<p>Please fix the USB ports and improve the route timeliness and frequency.</p>	<p>The changes to the Potomac Avenue - Skyland and Union Station - Navy Yard routes were made to increase the efficiency and improve the on time performance of these routes. The new alignments should provide passengers with more frequent and reliable service.</p>

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ID	Name	Comment	Response from DDOT
233	M Licht	<p>Please reconsider the proposed elimination of service between Eastern Market and Union Station on the NY-US Circulator Route. Discontinuing service between Eastern Market and Union Station will negatively impact many residents who use the Kaiser Permanente Capitol Hill Medical Center near the Station as well as those employed by contractors serving Congress, the Library of Congress, and the Supreme Court. While extending the route to Waterfront will certainly expand ridership, the demographic data on the minority population percentage for the proposed span between L'Enfant Plaza and Navy Yard seem dated. The established minority population around the Waterfront area has surely been offset by the population of the area's new residential units. Justification of the the change on Civil Rights grounds seems questionable. Consider terminating the route at Union Station and Waterfront.</p>	<p>The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail.</p>
234	MP Barrow	<p>1. The extension of service to Waterfront Metro and Wharf is excellent! We live at Barracks Row and prefer to use Circulator instead of Uber or Lyft. 2. The buses on the routes to/from Union Station and the route to/from Navy Yard/Waterfront should run until 9:00 pm every WEEKDAY, M-F. (It is not mentioned on your website what the weekday hours will be. The website only mentions weekends.) People use both of these routes on weekdays for commuting to/from work, restaurants, bars, ball games, concerts, theatre (Arena Stage), connection to Amtrak and NYC buses at Union Station. My family lives at Barracks Row and we rely on the Circulator to go to both Union Station and Southwest Waterfront at least once a week. 3. The buses should run until 11:00 pm or 12 midnight on Friday and Saturday to serve the concerts, restaurants and bars near the Nationals Park and Wharf. The Circulator route takes only 20 minutes, whereas to take Metro's green line one or two stations, change at L'Enfant Plaza, and take blue/orange line from L'Enfant just a few stations to our home near Eastern Market Metro late at night can take a full 1-1/2 hours! We have done it many times to go to Arena Stage or the Wharf.</p>	
235	M Mendoza	<p>Please do not make these changes. The circulator route works perfectly as is.</p>	<p>The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.</p>
236	M Scippio	<p>Do not change congress heights route in the alabama corridor and congress heights corridor. Do not extend farther than Stanton Road, if you extend road more it can be an endangerment to safety and with the metro by 7th district holding center it is a safety issue.</p>	<p>DDOT has decided to move forward with the realignment to the Congress Heights Metro, which will connect to the bus bays inside of the Metrorail station. DDOT has not heard of safety concerns from WMATA, which operates many Metrobus routes in the area.</p>
237	M	<p>I'm for this! Seems like a good idea. What about extending this to Georgetown?</p>	<p>Late night service between Georgetown and Union Station already exists.</p>

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ID	Name	Comment	Response from DDOT
238	M Budman	I believe this is an awful change. My son and I ride the bus to his school at 4th and Pennsylvania from the 5th/Mst SE stop- he relies on this bus- especially when it is cold! There are tons of businesses close to the Capitol that will suffer and travelers who rely on the bus to get to union station that will cease using metro services. Awful idea!	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
239	M Norr	Connection between Union Station to Eastern Market is very important to maintain either by keeping the Union Station to Navy Yard route or proceeding with realignment of Potomac Avenue-Skyland route that will retain this Union Station to Eastern Market connection. Also, the bus stop location at Union Station is not a good place to be located. It should be back in the area near the post office to facilitate transfers.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. Moving the stop at Union Station at this time is not being consider. The move of the stop to its current location was the result of delays in the service during its run through Columbus Circle and was requested at the time for passenger making connections to Union Station not wanting to be further delayed in traffic.
240	M Valentine	The W6 is the only bus that runs from this area to Anacostia STATION. A lot of the constituents an increase with the 92, and increase the W6 for a test to Anacostia. Come back and these are numbers. People aren't going to Anacostia on the W6 to keep that money.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase frequency on the 92 to 10-12 minutes in the peak periods.
241	N Horton	I was just informed of the changes being made to the DC Circulator, primarily the route from Union Station to the Navy Yard. I understand that you would like to change it from Union Station to Anacostia. This would be very inconvenient to myself as well as all the riders that get on at Union Station to go to the Navy Yard. Just my train alone has 23 riders that take the DC Circulator to get to the Navy Yard at the 6th Street entrance where we all work at the three buildings at that entrance. This does not include additional risers that come at later times. Two of which are on my team alone in my building. We just make our start time currently. If this route change occurs from Union Station to Anacostia, I have no way of making it to my building in a timely fashion, plus I will have to walk the 8 blocks from Eastern Market and dangerous at that and I will be too late for my start time. I never drive to work it is too far from where I live in Aberdeen, MD. Being able to transfer from the MARC train to the DC Circulator at Union Station and going straight to the Navy Yard at 6th Street has been a Blessing for me as well as the other 23 riders that are with me in the morning. Please do not change the Union Station to Navy Yard route.	The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.

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ID	Name	Comment	Response from DDOT
242	N Reed	I am supportive of supportive of the new Congress Heights to Union Station via Anacostia route. This will allow better access to resources for Ward 8 residents.	
243	N Rojas	I am a Ward 1 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
244	N Copelin	It'll need to run longer.	The new weekend span reflects the projected levels of ridership on weekends for Circulator service. DDOT has conducted public outreach to help determine what the weekend span should be.
245	N Cottle	I would like to speak against this change. The current route is the only option directly linking Barracks Row/Eastern Market to Union Station/NOMA/the red line. Without it, the only choices to access the red line or that neighborhood include riding the metro to Metro Center to switch lines and then coming back East, or riding multiple busses. The current route is an efficiency and connects 2 neighborhoods that are geographically close but not otherwise linked by public transportation. In addition, I personally use this route to commute from my home at [redacted] to my office at [redacted], and there is heavy ridership on the route at those times, so the current route is clearly serving the community.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.
246	N Monk	(left blank)	
247	N Russell	Why is the Circulator changing from Alabama Avenue SE?	The Potomac Avenue - Skyland route will now run on Alabama Avenue near Congress Heights Metro Station. The portion of the route to be eliminated is the section on Good Hope Road SE. The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes in this area.
248	N Gilman	Please don't make the change. I was present when this bus started and have experienced all the changes. Change is all well when it works. REMOVING ACCESS TO UNION STATION is not smart. This is the only bus that goes up to Eastern Market. Changes should happen to maybe increase the fare, but don't change the whole route.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders can connect to the new Potomac Avenue - Skyland route at Eastern Market for access to Union Station.
249	P Simmonds	Requesting that service continues to Union station.	

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ID	Name	Comment	Response from DDOT
250	P Halpin	PLEASE DO NOT END SERVICE TO UNION STATION. I TAKE THE BUS TO/FROM WORK BEGINNING AND ENDING AT UNION STATION. THIS BUS ROUTE SAVES ME FROM HAVING TO WALK AS FAR AS PART OF MY COMMUTE. WALKING IS VERY DIFFICULT FOR ME. PLEASE KEEP SERVICING UNION STATION!!!	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
251	P Jones	During the summer months it would be a great benefit to run all circulator routes until 11:00 pm	DDOT has late hours on GT-US, WP-AM, and RS-DP. The other routes in the DC Circulator system do not warrant late night service.
252	P Riddick	I am a Ward X resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
253	P Revord	As a new resident of Southwest, I am pleased that we will have frequent, easy to understand bus service in our neighborhood. However, the proposed route from Eastern Market to L'Enfant Plaza doesn't seem to service many workers. Both Navy Yard to L'Enfant and Barracks Row to L'Enfant already have a one-seat ride via Metro. Southwest and Navy Yard really need a one-seat connection to the downtown workforce core near Farragut Square. Right now, the WMATA 74 goes up 7th and the 52 goes as far west as 14th, but without metro transfer, there's no way to get further west than that. I certainly don't plan to ride the Circulator Blue (SW to Barracks) to Orange (Barracks to Union Station) to Yellow (West to Georgetown) to get to Farragut area. To really boost ridership, Circulator has an opportunity to be the only low-headway one-seat ride from Navy Yard and SW to the major workforce hub of Golden Triangle.	The DC Circulator previously connected Southwest Waterfront to the Convention Center. This route was discontinued because of low ridership and replaced with the WMATA 74. DDOT did not find that an all-day, 10-minute service between Southwest and the Central Business District would be an affective use of District resources.
254	P West	I commute from the Eastern Shore of Maryland using a commuter bus that drops me off at the Library of Congress each morning during the work week. I have been getting on the Circulator bus at 2nd St.and Independence Ave. to get to the Washington Navy Yard where I work. Eliminating the stops on this line between where I pick it up and Eastern Market will either lengthen the time of my commute by bus to get to another Circulator route or cause me to have to walk down the hill to the Navy Yard in the morning and up the hill in the afternoon. There are many others who do the same thing that I do and will also be inconvenienced by this change in the Union Station-Washington Navy Yard Circulator Route, especially in the Winter when it is dark in the morning and when inclement winter weather makes walking DC streets more dangerous.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.
255	P Stonesifer	I am a Ward 2 resident and will soon be working - along with 100 of my Martha's Table colleagues - in Ward 8 and we will be serving hundreds of children and community members daily and have dozens of volunteers daily. This new route will allow us to work and serve greater DC in a greatly enhance way - and connect our work to others across the region.	

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ID	Name	Comment	Response from DDOT
256	P Polivko	I oppose the current changes to the US Navy Yard - Union Station because it will eliminate service along section Pennsylvania Avenue that I and a number of senior citizens that I know use Circulator to access Union Station. While I understand that there will be service from Eastern Market to Union Station even that sreming limited walk to already serviced metro bus area is both redundant and an extended walk for people who have trouble walking.	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods and may do the same for other routes on Pensylvania Avenue.
257	P Alstrom	If the 92 would take the place of Circulator at skyline. I ride the bus everyday. Take me to work and brings me back home. Don't go out by the gas station at Skyline, want to have a 92 stop where the existing Circulator stop by the pizza hut place at the end of the line. Also, need to go to Anacostia Station. Why are we changing the route? Limited service do rush hour or limited service as Circulator but to take it away. do peak only is better than not at all. People would learn.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT does not plan to offer limited service/rush-hour service on any DC Circulator routes. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.
258	P Chung	YIPPEE YAY YAY FAAANTASTIC!!!!!!!!!!!!!!	
259	P Trueax	Use this route weekly to get to work daily at Union Station. Would be hardship to have to bus and switch to metrorail to get to work near Union Station.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail.
260	Q Kwan	I am vehemently opposed to the elimination of the service between Eastern Market and Union Station. I use this route regularly to travel from USDOT Headquarters at Navy Yard to Capitol Hill Congressional and Senate Offices. I also regularly use this service from USDOT Headquarters at lunch time to visit the Library of Congress. Occasionally, I rely on this service as a one-seat ride between Union Station and Navy Yard when there are problems with the Green Line. It is imperative that the service between Eastern Market and Union Station be retained.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.

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ID	Name	Comment	Response from DDOT
261	R Mairella	This "realignment" will make the route completely unusable for me, as I use this circulator route to get to and from work everyday (from EM metro area to the Capitol). Very unhappy with this change.	The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue - Skyland Route will serve Union Station, and riders can transfer to this route at Eastern Market.
262	R Taylor	I strongly support the proposed changes between Eastern Market and the Waterfront Metro. Our family lives in SW DC (near the Waterfront metro) and sends our children to Brent elementary (near Eastern Market). We regularly travel between these two parts of the city and the proposed changes would be extremely useful for us. In addition, I know of many Brent families who hope to have way for their children to access Jefferson Middle School via public transportation, and this would meet that need. Thank you.	
263	R Usdan	I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. The Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.	
264	R RANDOLPH	Good afternoon Mr. Marootian and DC Circulator POCs, I am highly opposed to the elimination of Good Hope Rd from the Circulator Route. This elimination would disadvantage several professional circulator riders from Hill Crest and all along the Good Hope Rd Corridor who require a quick path to the Green Line Metro as well. The other alternatives to Anacostia Metro are lengthy, slow and go through many back roads of higher crime SE Areas (W8, W9, etc). Considering all of the development on Good Hope Rd to include the Skyland Plaza under construction, new homes built at Woodmont right across from Marbury Plaza and diverse personnel starting to live at Marbury Plaza, two new apartment complexes pending ground breaking by the laundromat on Good Hope Rd, why would you eliminate such a large segment of the North Anacostia population. In lieu of the proposed change, I am recommending the route modification with the exception that Good Hope Rd SE remain a part of the route. My proposal would route the Circulator from Congress Heights Metro up Alabama Ave to the Skyland Plaza, down Good Hope Rd SE to MLK Ave to Anacostia Metro and then on the highway to Barracks Row and on to Union Station. Thank you in advance for your consideration of this route proposal to accommodate the majority of the SE population and the four major business hubs (Skyland and Good Hope Rd development, MLK Ave development, Congress Heights development).	The ridership on Good Hope Road at this location was not high enough for the route to continue operations in this area. Additionally, the proposed changes to the route would eliminate areas south of Anacostia Metro Station that have high projected ridership. Metrobus routes W6, W8, and 92 offer passengers a variety of routes to use when traveling in this area. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.
265	R Davidson	I am a Ward 2 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
266	R Kristensen	This is a much improved routing, but not quite there yet. There are three commercial areas in Ward 8: Skyland, Parkland, and downtown Anacostia. At present, no bus service connects them all. The Circulator could fix that by coming across the bridge, continuing to Skyland on Good Hope, then down Alabama to the Congress Heights station, and an ideal routing for me would be Alabama-->MLK-->Anacostia station and back across the bridge, if there's a need to go through the proposed neighborhood, then from Congress Heights back to Stanton Road and through those neighborhoods back to Anacostia. Then the Circulator could be said to truly circulate the Ward and provide a much needed service. Thank you for considering this proposal, and for making the Circulator more useful for Ward 8.	DDOT does not intend to serve Good Hope Road because of low ridership and duplicative service in the area. DDOT will continue to monitor development in Ward 7 and Ward 8.

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ID	Name	Comment	Response from DDOT
267	R Butts	<p>I work on Capitol Hill on 1st and Independence SE and I ride the Circulator only periodically, but every time I've needed it (to get to Union Station or points downtown from my building), it has been very much needed. Even though I don't ride it very much, I am quite aware of many who do and it is a major source of transportation for them. To remove it would be a travesty, and I ask that these decisions be reconsidered or simply done away with. These proposals are not a help, but a hinderance and more thought and consideration needs to be given past whatever your bottom line is. Obviously, the bottom line is not the adverse effect this would have on the people of DC which is odd because the people of DC are, in part, what it was created for. Please do not do this disservice to the people in these areas. Thank you.</p>	<p>The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.</p>
268	R Foshee	<p>I use the PS route and USNY route. For me the route change means I cannot use the Circulator at all. This is the route I usually take, easy route rather than crowded Metrobus that gets to my job. Take Circulator to Eastern Market to and home from Union Station. Cannot take either of them at all. Go to get groceries at Harris Teeter on PS route as is. Leave it as is. Could live with connecting to Union Station but not without the good Hope Road. Two students go to school at Thurgood Marshall rather than W bus because it is always overcrowded. If he comes home late, before 7, after 3:30 pm, he takes Circulator. At peace, because he has options. Like the multiple options. Increasing service span on the weekend is great but I will never be able to utilize that if it's moved on Stanton Road.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. Additionally, DDOT will work with WMATA to examine the existing local bus service in this area and see if the peak frequency can be increased to alleviate overcrowding. The Potomac - Skyland and Union Station - Navy Yard routes will still allow riders to transfer at Eastern Market. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.</p>
269	R Randall	<p>I have no comments but one How come you guys do not run the Circulator on Sundays I mean some time you run it on Sundays but its not persistent also if the bus will be going to Union Station thats great and the Navy Yard being extended to L'Enfant Plaza is a good Idea</p>	<p>Both the Potomac Avenue- Skyland route and the Navy Yard Union Station route will begin service on Sundays from 7:00 AM to 9:00 PM.</p>
270	R Schmoyer	<p>Hello DDOT, I am in full support of this proposed change to the Circulator route. As stated below, because it will allow our children to safely get to their middle school, but also because Bus access between Eastern Market and the new Wharf area will reduce a lot of the current traffic flow between those areas. There are currently no easy transportation methods between Eastern Market and the Wharf and as a result, many people drive the route and congest parking in those areas. Thank you,</p>	
271	R Hamilton	<p>I support the Service change of the Union Station route to include L'Enfant Plaza and Waterfront Metro. However, the route needs to extend to 7th & Penn Ave., NW to allow people to travel to the restaurant district at Gallery Place. The restaurants need that business and residents need faster access to it. I think that ending at L'Enfant will put it at a location that has very limited options for tourist and community residents. I like the Saturday addition for the Navy Yard route. I don't like the way that Georgetown has the only 3:00am option. It seems discriminatory to me that they are the only ones out of all the routes with the extended time options like the rest of the community doesn't travel or in not entitled to service after 9pm.</p>	<p>Times spans for service are design based on demand. If the demand for servie on any of the routes warrants it they are evaluated and time is extended. Currently during Friday and Saturday service the Georgetown to Union Station route and the Woodley Park -McPherson Square routes have service till 3:30am based on late night service demand. Riders who wish to travel to Gallery Place may find it easier to transfer from Circulator to Metrorail at the L'Enfant Plaza station. We can evaluate in the 2020 TDP if additional connections and service is necessary to travel to Gallery Place-Chinatown.</p>

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ID	Name	Comment	Response from DDOT
272	RL Lanigan	<p>Hi! I wanted to let you know your email/online message about "still time to comment" has the comment link turned off, why? While you provide no information about how you collect data, it seems amazing to me that the CURRENT ROUTE which links Union Station to the FOUR NEW HOTELS and NINE NEW APT BUILDINGS put up in the last four years show a lack of demographic analysis FOR FUTURE USE. Do you know that an 800 unit building is going up right at your Navy Yard turn around stop? There is another building half done across the street from the Ball Park Exit at Navy Yard (not to mention the the Hoewood Hotel just opened across M Street). My experience has been the lack of service on Saturday and Sunday, PLUS the total failure to communicate just when there is late service for ball Games. How about a TIME CHANGE as proposed, BUT NO ROUTE CHANGE? You also never advertise that the current route takes tourists directly to the Supreme Court and Library of Congress. A non-resident simply does not know where to catch this bus (a lonely sign behind a tree on a side street is a joke!). By the way, my professional field is communication semiotics ("signs" for lay people); you folks need lots of help.</p>	<p>DDOT has proposed the changes to the Union Station - Navy Yard Metro line after analyzing ridership and future development along the route. The new alignment will allow current and potential future riders to access their destinations quickly and efficiently. All information and data on the review of the routes can be located in the 2017 Transit Development Plan on our website www.dccirculator.com.</p>
273	R Meyer	<p>We live right at the Potomac Avenue Station but we rarely use the circulator. We think that removing the Eastern Market-Potomac Avenue leg is a good idea. Changing the route from Eastern Market to Union Station should shorten the time for that trip and we like that as well.</p>	
274	R Reinhard	<p>Thank you. I'm Richard Reinhard, Chief Administrative Officer of the United Methodist Church General Board of Church and Society. The General Board of Church and Society of the church is extremely disappointed in DDOT's decision to eliminate DC Circulator service from the 1st Street corridor of Capitol Hill. The United Methodist building is located at 100 and 110 Maryland Avenue, NE at the corner of 1st Street, NE. Our buildings house more than two dozen faith-based and social justice agencies. In addition to our employees, we host large numbers of visitors at our historic buildings. The US Capitol Visitors Center gets 2.5 million visitors a year. The Library of Congress gets 1.5 million visitors a year. Your figures show somewhat low ridership for the part of the route that serves these major tourist and employee hubs, but I can tell you from first-hand experience, and if we had more time, I could tell you two dozen interactions I've had with tourists. A tourist would have to be almost clairvoyant to figure out where the Circulator goes from that very busy block. It's a mess. The fact is, you are choosing to serve large private sector interests on the Southwest Waterfront instead of public and nonprofit interests on Capitol Hill. You might figure out a way to do both. Given the lack of viable Metro bus routes along the 1st Street corridor, the architect of the Capitols and Capitol Police's severe bike sharing restrictions were about to become a bit of a public transportation high desert between Union Station and the Capitol South Metro. You are making these world class attractions tougher to experience, not easier. We appreciate the DDOT director's promise to investigate ways to expand the Metro bus 97 route to cover full peak periods, and I would add greater frequency, but we would respectfully suggest, as the woman earlier said, that maybe that should be worked out before the changes are made. I just want to add that six major attractions on the Hill, on Monday, for the first time, were getting together to talk about promoting that corridor as a cultural corridor. But unfortunately, it appears we're going to be doing it without public transit. Thank you.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.</p>
275	R Dardano	<p>Please don't eliminate the Union Station to Eastern Market leg of this route. I use this route and others I know use it too. Extend the route from Navy Yard to Waterfront if you want but please keep that Union Station to Eastern Market part of the route.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.</p>

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ID	Name	Comment	Response from DDOT
276	RH Marlin	<p>Okay. Good evening. My name is Robin Hammond Marlin. I'm the ANC Commissioner for 7B. Sorry. I should be used to this by now. 7B. Also, I'm speaking on behalf of my single member district, and I'm also speaking on behalf of one of four people that got together almost 10 years ago to get the Circulator in our community. That would be the Skyland route for the Circulator. We have approximately nine neighborhoods within 7B, starting from Hillcrest, Naylor Gardens, Fairfax Village, Fort Davis, Penn Branch, Dupont Park, Twining, and Minnesota Avenue and Gateway. We have four shopping centers, two schools, two recreation centers, and a library. So, I stand here to say to you that we have a need for the Circulator. I noted on your presentation when you talked about the reasons for eliminating the Circulator for the Skyland area, and one that really just got my goat was when you mentioned that it gets hung up in the traffic on Good Hope Road. And I say that because your companion transportation partner, WMATA, is constantly trying to eliminate our bus routes. I have battled with WMATA to maintain the 30s lines for years. I have constituents here that can attest to that. So, I'm asking myself, why is DDOT constantly, because they also work with WMATA to try to eliminate the 30s lines. Why are you constantly overruling our community? And I've seen that these things are quality of life amenities for us. And I enjoin with Commissioner Muhammad in saying that the communication was not towards ANC 7B. No one contacted me, and the route dead ends in my member district. And it's a little insulting to have to get the information by hearsay, because I did attend the DDOT ANC open house two months ago, and I was told that this project was going to be forthcoming to my SMD, and we would hear about it. But as an ANC commissioner for over 10 years, it's unconscionable that you all would try to move forward with the, with the process, that you haven't even come out to our neighborhood to speak to the ANC, the civic association, or the residents about it. And I really speak personally that I worked too hard to get the Circulator there, and to just take it away without justification, you talk about ridership, perhaps you have two people getting on that line at the Skyland and Denver Street area, but as it moves along, I'm sure you pick up ridership. The only place that I can think of that you're going to get a packed bus is at a Metro station, or somewhere like that. So, I'm tired of hearing about this ridership issue in Hillcrest and the Naylor Gardens and Fairfax Village because people do ride the bus, but we may not come out in a crowd, but we still need to be able to access a bus and get to where we're going. So, I'm asking you all to come out to our community before you move forward. You can make arrangements with me or the civic association, and speak to the residents. Thank you.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT has worked with WMATA to increase the frequency of the 92 route and provide better communication with the ANCs and other members of the public. During the 2020 Transit Development Plan DDOT will review if additional demand for service requires the reinstatement of Circulator service. We have share with WMATA the concerns express on the 30s bus lines and will continue to work with them to ensure service continuity of these routes to the community.</p>
277	R Wiley	<p>I recently started a new job at Library of Congress and was elated to find the Circulator bus to Union Station, where I VRE from my new house in Manassas. In addition to paying out of pocket for VRE, I also pay full price for the Circulator that literally goes 2 stops to and from my destination. That's \$10 a week, \$40 a month full price, for the convenience of being able to get from Union Station to Independence Ave. If the Circulator goes away, I will have to get off at L'Enfant, and take Metro for 2 stops to Capitol South, which will be more expensive, and less convenient (as I am uncomfortable with the escalators at L'Enfant and the elevator doesn't always work). This is my personal issue but the point I'd like to make is that my ride isn't being subsidized or paid for by anyone except myself, and I do that for the convenience of riding Union Station to work. I'm sure that if many of my colleagues knew your service existed, you might have a lot more people riding. I'd also like to say that with a loop from Capitol Hill to Union Station (without going to Navy Yard), might also be effective. Sure, on the weekends, ridership may be low, but your revenue might pick up with all the people you'd service around the Capitol. Please don't take away this route.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.</p>
278	R Niekraash	<p>The modification of these lines seems to serve little purpose. For many the Union Station to Navy Yard metro line provides the only direct route alternative to taking the metro or metrobus with adequate surface stops. Elimination of this direct route will encourage many to consider riding the metro instead of circulator. Especially in inclement weather, waiting for a transfer at a unprotected or exposed to weather bus stop will heavily weigh on my decision. The small savings provided by circulator will likely not be enough to maintain my ridership due to the added hassle of transfers and the already uncertain nature of circulator's no set time schedule for bus departures.</p>	<p>The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.</p>

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
279	R Storey	<p>I work for the Library of Congress and the proposed realignment would greatly affect me. I have had 2 foot surgeries in the last year and still suffer from painful arthritis which causes constant pain exacerbated by additional walking. It's very difficult to get around the Capitol Hill campus in general and ending this bus route decreases the options for folks to use commuter trains ending at union station rather than metro. I could take the metro to Capitol south from Twinbrook, but my routine commute + day at work can easily surpass five (very painful) miles. I also suffer from anxiety and panic attacks when metro conditions are crowded or delayed, and rush hour is always very crowded, so a better alternative for me is use the MARC train from Rockville and take the Circulator bus from union station. Not only that, but for other riders on the red line, if there are problems on the orange silver or blue lines (frequent), red line riders may need to go to union station to get to Capitol Hill. Walking to Capitol Hill from Union Station is not a viable option for many workers in that area. Not only is weather an issue, but those of us with disabilities, some of which can be very painful, or who are required to carry telework laptops back and forth between home and office, add to the burden. Please continue to provide service between Union Station and the Library of Congress.</p>	<p>The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.</p>
280	R Lacionia	<p>I work at the Washington Navy Yard and commute from Annapolis which drops me off at the Library of Congress. I then catch a Circulator to the WNY. This would impact a few of us who use the same route going into the WNY. We discussed a suggestion to only have this route (Union Station-Navy Yard Metro) maybe during a 2-3 hour time window in the morning (0600-0900) and the afternoon (1600-1900) for those who travel to the WNY in the morning and after work hours. It would be a hardship of a lot of us if this route is realigned where there would be no transportation from Library of Congress to and from the WNY. Thank you.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak.</p>
281	R Conway	<p>On behalf of the Washington Convention and Sports Authority (t/a Events DC), I am writing to express my support of the District Department of Transportation's (DDOT) plan to provide DC Circulator service from Union Station to the Congress Heights Metro Station. As you know, Events DC is currently constructing a new 4,200-seat, multipurpose entertainment, sports, and cultural complex on the St. Elizabeths East Campus. The facility, which will open this year, will host Washington Wizards practices, Washington Mystics and Capital City Go-Go games, concerts, Esports, basketball tournaments, boxing, family shows, and community events, among many others. The arena, which is much bigger than basketball, will be a year-round destination for District residents and visitors, act as a catalyst for future development, and serve as a bridge to Ward 8. The new Circulator route will provide a sustainable transportation option for arena and campus visitors. In addition, the proposed service change will provide Congress Heights, Ward 8, and other communities east of the Anacostia River with much-needed transit service and improved linkage to downtown.</p>	
282	R Pierce	<p>I think that this realignment of the route will be a big benefit to SW and Near SE residents - I personally will be likely to use this not only to get to Eastern Market, but potentially as an occasional alternative to getting to L'Enfant instead of taking the Metro green line to transfer. Of course the usability of this new route will be best if it is available on weekends, and while 7-9 is great, hopefully if usage is good/warrants it this could be considered to extend later night service.</p>	
283	S Sabrie	<p>My name is sabah sabrie hayle , I am writing to government circuit . I live in [redacted], I am having hard times with w3 bus ,, pls make sure circuits come to Morris rd we poor , I stayed in station hours medro bus never show up , and when the bus show up , no respect</p>	<p>Please contact WMATA to share your concerns about the Metrobus W3.</p>
284	S Jackson	<p>Keep it at Anacostia please.</p>	<p>The PS route will still serve Downtown Anacostia. However, The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes and provide better communication with the ANCs and other members of the public.</p>
285	S Carr	<p>To whom it may concern, I am a Capitol Hill resident, and I would like to express my support for the proposed Circulator route from Eastern Market to L'Enfant Plaza via Navy Yard. I'm a big fan of the Circulator, and this route would be a great amenity for residents of and tourists to these areas of the city AND it would provide a reliable, safe way for middle school students in the area (those in the Tyler, Brent, and Van Ness elementary school catchments) to get to their zoned middle school Jefferson Academy. My children (who will be old enough for middle school in a few years) would use this route for that purpose, and our family as a whole would likely use the route to get to the Wharf development on weekends. Many thanks for your work to make DC safer and more liveable!</p>	

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286	S Dobson	I strongly urge you to keep the Union Station to Eastern Market Metro segment of this route intact! This is a very useful and vital link that quickly, conveniently, and often connects these two points in a way that no other transit offering does. Please retain it.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders will be able to transfer to and from the new Potomac Avenue - Skyland route, which serves Union Station, at Eastern Market.
287	S Grayton	I am a senior and I do need this service to get to the Senior Center on Alabama Avenue.	
288	S Schmitz	I currently take the Union Station-Navy Yard bus from Barracks row to my stop at the Supreme Court. From looking at the new map, I'll have to take the Potomac Ave bus and be dropped off somewhere near Union Station, which will make for a much longer walk for me to my office in the Russell Building. It would be great to see a more detailed map outlining the actual stops. Another thing to consider is the turn around you have for the new Navy Yard route around the Eastern Market metro station. D street between 7th and 8th is constantly backed up which will cause major delays for that line, even if the bus is just making a right turn onto 9th	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
289	S Yerkes	I support the proposed change to the Navy Yard Circulator route, specifically extending the route to go to Jefferson Academy. Circulator can be an important transportation resource for middle school kids on Capitol Hill and Capitol Quarter, but only with the Navy Yard route extension that has been proposed. Please make sure any final plan will serve Capitol Hill and Capitol Quarter kids and their ability to take a bus to their by-right middle school.	
290	S Schniderman	I'm Saul Schniderman. I'm the President of the Library of Congress Professional Guild, which is affiliated with AFSCME Local 2910. I'm not speaking here on behalf of the Library of Congress, but I am speaking on behalf of the staff members that we represent, which in this case is 1,500 professionals who held a protest meeting about a month and a half ago and passed a resolution in opposition to the proposal to end the DC Circulator route between Union Station and the Capitol Hill neighborhood. And the resolution that came out of that, which was passed by our members, said, be it resolved that DDOT continue to provide Circulator service to Capitol Hill so that all people, especially those with disabilities, have this safe, reliable means to travel between Union Station and Capitol Hill to access employment and opportunities for research and tourism, and furtherance of DDOT's stated goal to "promote economic activity by facilitating visitor access to Capitol Hill neighborhoods". This is the gateway to the nation's capital, to the Library of Congress. We have a new librarian who is, emphasis, just started about a year ago, who is emphasizing the public aspect of the Library of Congress. Many of the people who commute, the staff that we represent, are disabled. We have an aging population at the Library of Congress. They depend upon this service. And to discontinue it without an adequate replacement, the 97 bus does not do it for our people, so they told me to come down here and advocate, not only for the interest of the staff that work on Capitol Hill, but also to the public who, I agree with Mr. Reinhard who spoke here today. Many people on Capitol Hill don't know about the Circulator bus, and whenever you take service away, it enlightens them, and believe me, the staff at the Library of Congress, as well as a lot of the managers, are enlightened on this issue and watching what you're going to do. Thank you.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
291	S Stein	I like it! Very helpful.	
292	S Murphy	I think it's a great idea to have Circulator service connecting the SE and SW quadrants directly. Right now, it's a bit haphazard going back and forth in a direct manner. With the amount of development in and around Yard Park in SE and then the District Wharf in SW, I think this will be a well-utilized route. Specifically for me, I will be utilizing it to patronize some shops and restaurants in the Barracks Row area that I am fond of despite my recent move to the SW Waterfront. I was worried about people losing the connection from the Barrack's Row area to Union Station but see that will now be part of the realigned Potomac Ave/Skyland route.	

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ID	Name	Comment	Response from DDOT
293	S Dookhie	I'm a federal employee who uses the DC circulator at the above route. I'm against the proposed realignment because the DC circulator is a reliable mode of transportation for me to get to and from Union Station for work and to catch the Marc train. I have only 40 minutes to get to Union Station to catch the 5:10 Marc and the circulator makes this possible. The proposed realignment will create hardship for myself and fellow commuters who travel this route daily for work. The realignment would mean a longer travel time and make it impossible to use the Circulator. I understand the need to boost ridership but with the proposed change, ridership will significantly reduced because all the federal commuters who have relied mostly on the circulator will now have to revert to the metro, hence there will be a significant reduction in rideship. I suggest that you consider leaving the route as is during the morning rush hour from 6am to 9am, and 3pm to 6pm to accommodate a large number of federal commuters from the DOT/Navy Yard and surrounding area. Thank you for your consideration. Selina Commuter	Although the Union Station - Navy Yard route will be realigned, the changes to the Potomac Avenue- Skyland route will allow riders to access Union station using the Circulator. The level of ridership on the Navy Yard- Union Station route was not high enough on the portion of the route north of Eastern Market to justify continuing service there.
294	S Williams	I don't think that they should take the bus away (Skyland-Potomac route). The Circulator has been very beneficial to me and MANY people who live by the Skyland Potomac route, especially the elderly. Please consider keeping the bus in the Southeast area it's currently in.	The Potomac Avenue Metro - Skyland route will not be eliminated but rather altered at certain segments. The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. The US-CH route will run all year on Saturdays and Sundays from 7AM-9PM
295	S Powell	Suggesting that the Union Station - Navy Yard Route serve the DC Wharf area. Or create a route that serves / connects to the Wharf community.	The new Union Station - Navy Yard route will have connections to the Wharf.
296	S Dean	This line provides my daily transportation to work. It is essential to my commute. The Metro has become too unreliable, unsafe, and costly.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. The US-CH route will run all year on Saturdays and Sundays from 7AM-9PM
297	S Harris	I support and agree to the change that I've checked above.	
298	S Thompson	I live in the Navy yard and use the circulator bus to get to the hill and to union station. I work on the hill. There is no better option for people who live in the area to easily commute from the navy yard, to the hill, to union station. Elimination and readjustment of the route will put me and a lot of my neighbors who choose to use public transportation at a huge disservice. There are many people with disabilities who utilize this bus as well. Think about them and how you are making it hard from them to commute to work. The do not change the service.	The new Potomac Avenue- Skyland Route will provide service with to Union Station and Capitol Hill, giving riders the opportunity to transfer. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.
299	S Jones	I want to know why you're going to close the circulator route from Anacostia station going up MLK and to Good Hope Road.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. The US-CH route will run all year on Saturdays and Sundays from 7AM-9PM

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300	S Mitchell	<p>Naylor Gardens is at the stop at Denver Street. Resident Naylor Gardens Cooperative Housing Association. 800+ residents stop at Denver street. It is highly used since they use it by the wellness center. Seniors impacted. Member Washington Wellness Center, will reach out to them to share how it impacts seniors. Affects access to transit. Commute access. The Wellness Center would be three blocks away from the 92 stop; the 92 stop is located in an open drug market. The bus stop at the 92 has bullet holes, unsafe too much activity thugs. Connection to Q5 not useful because it is still too far for Kaiser. Cut access to the library for seniors and the Anacostia Metro Station. The seniors won't go to BP station where 92 stop is located. Affects quality of life and food access. Access to Harris Teeter, grocery store; miss their discount Tuesday.</p>	<p>The current route has low ridership (17 passengers boarding per hour, tied for 4th in the system) and poor on-time performance (65% of buses on time, the worst in the system). Additionally, the route currently serves areas that do not demand high-frequency, all-day service, and provides service to a limited number of employment and entertainment trip generators. There are a number of Metrobus routes that overlap with the current Circulator route and these routes are more convenient or frequent for many of the riders.</p>
301	S McCoy	<p>Realigning the current route will be detrimental to those in the community who financially depend upon the lower fare. Also, ward 8 is currently considered a "food desert" with an insufficient number of grocery stores for its residents. Changing the current Skyland route will negatively impact the 1,200 + residents (mostly seniors) that live in the high-rise apartment complex, Marbury Plaza, (not to mention the other residents who reside along the route) who depend upon the Circulator to provide them with an economical means of travelling outside of the ward to shop for groceries.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. The US-CH route will run all year on Saturdays and Sundays from 7AM-9PM</p>
302	S Lynch	<p>I have no confidence in WMATA as it pertains to the frequency of the 92 bus. We live in a food desert and desperately need the Circulator to continue along Good Hope Road SE. Not only for the price, but also for and out of need and necessity. Furthermore, the Circulator should remain with additions and continue on the weekend, just only Monday-Friday</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will increase the frequency of Metrobus 92 to 10-12 minutes in the peak. The US-CH route will run all year on Saturdays and Sundays from 7AM-9PM</p>
303	S Berkley	<p>I have major long term knee/ankle injuries and I ride the Marc train. I use this service to get from Union Station to my workplace at the Library of Congress.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods.</p>
304	S Fischer	<p>Just want to commend the DC department of transportation for excellent service provided by the circulator. It is clean and on time and the drivers are personable and helpful. Today I was on the National Mall route and the driver (Adam Dubos?) assisted an elderly out-of-town visitor from the circulator to another bus stop. I was amazed that a driver would be so helpful. But each time I ride the Circulator, the drivers are always friendly. Keep up the great work and thank you. P.S. please bring some circulator routes to Virginia.</p>	

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ID	Name	Comment	Response from DDOT
305	S Sedgewick	<p>I am writing to object to one aspect of the proposed changes to the Potomac Avenue/Skyland (PS) Route. Specifically, I object to the plan to route the PS Circulator buses over 8th Street SE between Pennsylvania and Massachusetts Avenues. This stretch of 8th Street is primarily residential. In addition to two existing Metro bus routes, it already carries a heavy volume of commercial traffic, far in excess of the load that it was designed to bear. The roadbed along this stretch of 8th Street is already in poor condition; adding between 168 and 180 additional buses per day will accelerate the deterioration. It should be noted that all of the properties on this stretch of 8th Street lie within the Capitol Hill Historic District. The vast majority are row houses that are over 100 years old. Most are constructed of brick, and thus vulnerable to vibration. They are already experiencing vibration damage from the high volume of heavy commercial vehicles traversing an inadequate and poorly maintained roadbed. They can't handle the additional vibration that 2,000 weekly PS Circulator buses would generate. Further, running the PS Circulator on 8th St would simply duplicate bus service (90 and 92) that already exists. It would make more sense to use 6th Street (Northbound) and 4th Street (Southbound) for the PS Circulator. Or even using 2nd Street SE to Pennsylvania Ave SE would give even more access to shops and restaurants. It makes no sense to have the Circulator come down a residential street, 8th St SE between Massachusetts Ave NE and Pennsylvania Ave SE, bypassing the opportunity to pass in front of six blocks of commercial establishments.</p>	<p>Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. Additionally, 8th Street already has bus infrastructure in place, while 4th and 6th would require adding bus pads to the roads and stops in ADA-compliant areas.</p>
306	S Johnson	<p>Elimination of service to Capitol Hill is a hardship for those of us who work on Capitol Hill. The 97 bus route will not replace the Capitol Hill Visitors Center stop - used by workers and visitors to Capitol Hill and the Supreme Court. WE NEED THIS ROUTE TO CONNECT WITH UNION STATION. Thank you.</p>	<p>The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. While service on the Union Station - Navy Yard route will no longer travel to the United States Capitol, the Potomac Avenue - Skyland route will now include service to Union Station and the Capitol. DDOT is looking into unding additional trips on the Metrobus 97 route to extend its service in the peak periods.</p>
307	S White	<p>Please let the circulator bus keep coming at 25th St SE Good Hope Road SE.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are also existing Metrobus routes that will continue to serve this area. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.</p>
308	TB Rogers	<p>I will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 for the community members we will serve to access vital services and community supports.</p>	
309	T Hales	<p>I will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.</p>	
310	T Diken	<p>The Navy Yard route to Union Station should remain in effect as there is no direct route from Navy Yard metro to Union Station currently. There is already a direct route to L'enfant Plaza just two stops away on the Green Line. I regularly (usually once or twice a week) take the Circulator to union station from Navy yard and it is much more convenient than transferring on the Metro with my luggage. I also see a lot of people taking this bus from end to end for similar commuting or travel purposes. For this and other reasons I'm very happy about the weekend service on the Navy Yard Circulator being instituted!</p>	<p>The Union Station- Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). It also currently serves areas that do not demand high-frequency, all-day service. From end to end, the trip on the DC Circulator is 28 minutes. The same trip can be made on Metrorail with a transfer in less than 20 minutes between Union Station and the Navy Yard. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route. The new Potomac Avenue- Skyland route serves Union Station and provides connection to the new Union Station - Navy Yard route.</p>

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311	T Henry	As a resident of Anacostia, I fully support the route realignment, which will help underserved areas of the neighborhood to have much better access to grocery stores and work locations west of the river. Thank you!	
312	T Pham	I am a Ward 6 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community support.	
313	T Day	This bus service is a real priority for me and the residents of Ward 8. It's on time and it's always cleaner than the Metrobuses. It will hurt the handicapped citizens that ride Circulator as well as seniors. Please! Keep this transportation available for all of us here in Ward 8.	The PS route will still serve areas of Ward 8. However, The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes and provide better communication with the ANCs and other members of the public. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.
314	T Dach	Please do not eliminate service between the Navy Yard and Waterfront areas and Union Station. This route serves city residents living along the Red Line whose only alternatives to access areas like Eastern Market, Navy Yard, and Waterfront are convoluted Metrobus routes or long transfer rail trips. With Metro cutting hours of service, this connection serves a critical role in accessing nightlife in SE and SW, in particular Nationals games. These buses are in high demand after games, and create a crucial connection to points north of downtown. According to WMATA's trip planner, the alternative routes to access Union Station from Nationals Stadium, at the typical conclusion of game time (10:15 PM) take 37-45 minutes, and all involve two transfers. Additionally, most of these routes use M St to the west of Nationals Stadium, which is the most congested area at the end of games. In contrast, the Circulator goes east along relatively clear roads, takes approximately 15 minutes, and is a one-seat ride.	The Union Station - Navy Yard route has low ridership, especially during the mid-day and on weekends (17 passengers boarding per hour, tied for 4th in the system). The route currently serves areas that do not demand high-frequency, all-day service. DDOT will work with WMATA to examine increasing frequency on existing routes during special events such as Nationals games. Additionally, 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
315	T Washington	This would help the commuters and the DC community. This would also allow access to Martha's Table new location and the services that they provide.	
316	T Robinson	As a senior citizen with disabilities, these new changes will affect my travel to my primary care doctor, dentist, and my shopping needs. By replacing the Potomac Avenue Metro- Skyland routes, these changes will affect the communities that you are to serve. Many of the disadvantaged, disabled, and elderly need this route as our sole means of affordable (\$1.00) transportation. This route is quick, accessible, and convenient to one of the city's popular landmarks (ie the Big Chair). In addition to art exhibits, restaurants, and many other businesses along MLK Avenue SE. These proposed changes to the Potomac Avenue Metro-Skyland route are unacceptable for me and the citizens in Ward 7 and 8. Replacing the proposed changes force many of the disadvantaged, disabled, and elderly back on the Metro bus (\$2.00) that is congested and overcrowded. Route (buses with standing room only) 90 and 92.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. Additionally, there are existing Metrobus routes on this segment such as the W6 and W8 that provide connection to Metrorail and other bus routes. Additionally, DDOT is working with WMATA to increase the peak frequency of Metrobus Route 92 to 10-12 minutes to alleviate some of the overcrowding on this route. DDOT recommends all seniors in the District use a senior SmarTrip, available from the WMATA customer service office, which will give them a reduced fare on transit in the DC area. Additionally, riders with disabilities may be eligible for MetroAccess rides through WMATA.
317	T Martin	I like the changes, they will improve service. We have more alternatives, and that's better. The 94 doesn't go far, so this better. This can get me to school, straight to Union Station.	

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ID	Name	Comment	Response from DDOT
318	U King	I am a Ward 7 resident who will be working in Ward 8 beginning this summer. I support the proposed changes because they will improve travel to and around Ward 8 while helping community members access vital services and community supports.	
319	V Haley	This line should not be changed a lot of people that ride the Amtrak and Marc trains service this bus to get to and from the Navy Yard especially the ones that work at the Navy Yard/ Library of Congress etc. So please leave this route the way it is now.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. Additionally, the trip between Union Station and Navy Yard currently takes 28 minutes on the US-NY route and 20 minutes on Metrorail.
320	V Smith	I am glad to see phone charger outlets on the buses.	
321	V Pancoe	I approve of the re-routing to serve as a circulator between eastern market and lenfant - along M street - serving navy yard and the new wharf development. this will be great for residents wanting a safe way to get between the ballpark and the wharf without having to walk later at night.	
322	W Levandusky	Do not discontinue service between Union Station and Capitol Hill. The service is the only option for early morning commuters. I commute from Baltimore to DC using the MARC Train. Usually, I can walk the final mile between the train but when the weather is bad or unsafe (icy roads, sub-zero or too hot weather), the best way for me to get to work is the Circulator. I cannot imagine what individuals who are unable to walk up and over Capitol Hill will have to do without this bus. Eliminating this route eliminates access to workers and visitors alike.	The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. 80 percent of the TDP Outreach Phase II survey respondents chose this alignment as their preferred route.
323	W Bowman	No service to Skyland takes away another transit option for me. For Hillcrest neighbors to get to Eastern Market or Barracks Row, the circulator was a great option. Traffic is so bad at Branch and Alabama, that the Circulator was a welcome way to get home from the Eastern Market or Potomac Metro stations. Once Skyland is redeveloped, demand will certainly rocket up. Lots of folks get on at Anacostia Metro station and ride to Skyland. Discontinuing this service is a disservice to the Skyland and Hillcrest neighborhoods.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.
324	W Jacobs	Do it!	
325	YB Gaber	I am in favor of this change, since it will allow me to return to Foggy Bottom from Union Station when I am away for the weekend.	
326	Z Odan	I'd like to say hello, God Bless you all. I love the Circulator it is very convenient, safe, and easy for me. If I could, I would want it to replace the buses. I pray you will continue it. The drivers, all of them, are very friendly, professional, and nice. I hope that they are being taken care of well by your company. These days on other buses, not all, it is a challenge. The difference in peoples attitudes is so different. The ciculator, I find and see and nicer setting and a more enjoyable and a more peaceful environment. God is good all the time. It is also refreshing. The Circulator for a tourist bus, as well, that's how I see it as well. I use it that. Thank you! keep on going strong.	
327	Anonymous	You need to continue running the circulator down Good Hope Road SE as it initially ran. You have working people that access the circulator to travel from Good Hope Road SE to Potomac Avenue SE. Thank you very kindly.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
328	Anonymous	Do not change the Georgetown Union Station bus stop in Union Station. The stop has shelter and is needed for traveling customers.	DDOT will not make changes to stops on the GT-US route at this time.
329	Anonymous	Don't change a winning game. SE is up and coming and the people on Good Hope Road need this bus to get to work faster. Never mind the people that pay they will not live over there soon!	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are also existing Metrobus routes that will continue to serve this area. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.
330	Anonymous	Great!	
331	Anonymous	Support realignment of Union Station to Navy Yard route to include L'Enfant Plaza. Direct service of the Waterfront development is helpful.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are existing Metrobus routes that provide service in the area. DDOT can work with WMATA to increase the frequency of these routes if necessary. Additionally, Circulator service will begin operating on Sundays from 7:00 AM to 9:00 PM. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.
332	Anonymous	Please have service seven days, year around. Do not like that taking off Good Hope Road. A lot of people at Marburry Plaza that are elderly and then go up and down hill to get to groceries and social security office.	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. There are existing Metrobus routes that provide service in the area. DDOT can work with WMATA to increase the frequency of these routes if necessary. Additionally, Circulator service will begin operating on Sundays from 7:00 AM to 9:00 PM. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.
333	Anonymous	During Rush hour, consider adding buses from Foggy Bottom to Union Station. K Street is very busy and waiting for a bus to come from Georgetown to Foggy Bottom or Farragut North can take up to 45 minutes and many time full. Reconsider adding buses to the heavy congested areas during rush hours. Same in the morning, many times the bus will fill up at 5th and Mass; therefore, packed by the time it gets to 7th and Mass.	This comment is unrelated to the proposed service changes. DDOT does not have plans to alter the GT-US service or amount of buses.
334	Anonymous	What about our seniors on Good Hope Road? Most of them are in wheelchairs and the DC circulator is their only means of transportation. I don't that would be fair to them at all. Thank you	The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. DDOT can work with WMATA to increase the frequency of existing Metrobus routes and provide better communication with the ANCs and other members of the public. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
335	Anonymous	To whom it may concern. Please leave the circulator. I ride it every day. Let the circulator do morning rush hours and afternoon rush hours and some in between. Thank you, customers	The Circulator service on the US - NY route will not be eliminated but rather will be changed. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders can connect to the new Potomac Avenue - Skyland route at Eastern Market for access to Union Station.
336	Anonymous	I ride the Circulator every day. Why are you taking the service away? I depend on the Circulator. Concerned Customer	The Circulator service on the US - NY route will not be eliminated but rather will be changed. The US-NY route suffers from low ridership outside of the peak periods. In addition, the route often has detours in the area due to Capitol Police or other police activity. Previous TDP public outreach offered a realignment to 4th Street NE/6th Street NE instead of First Street NE, but this route was not popular. DDOT is looking into funding additional trips on the Metrobus 97 route to extend its service in the peak periods. The trip also takes 28 minutes on current the current Circulator route and only 20 minutes on Metrorail. Riders can connect to the new Potomac Avenue - Skyland route at Eastern Market for access to Union Station.
337	Anonymous	Try using large buses for Georgetown-Union Station, Franklin Square> Woodley Park Adams Morgan has few passengers. The gentleman from Haiti is already professional. Can you give him a raise?	
338	Anonymous	Instead of totally eliminating the stops between Union Station and the Capitol/Eastern market why not have the train make a larger circle. Start at Union Station, go down to L'Enfant and Federal Center, SW and then go up Independence, stop in front of the Madison building and then continue on the regular route. That gets rid of the hiccup going up 3rd st SE and going around the back of Union Station.	This would likely negatively affect the on-time performance of the bus as these areas are all heavily congested and have certain security barriers that slow the bus down. DDOT will continue to analyze the route after it has been changed to determine if further changes are necessary.
339	Anonymous	Strongly support the change and extension to the Wharf -- it would allow school kids from Capitol Hill elementary schools to ride the Circulator to Jefferson middle school, thereby strengthening the major effort underway to bolster DCPS middle schools.	
340	Anonymous	I support the proposed change to the Union Station-Navy Yard route since it would better serve a large community of students going from Capitol Hill to Jefferson Academy Middle School. Would also suggest adding a stop somewhere within Capitol Hill, e.g. on East Capitol St. or Pennsylvania Ave.	

DC Circulator Service Changes for June 24, 2018 - Responses to Public Comments

ID	Name	Comment	Response from DDOT
341	Anonymous	<p>To discontinue the service from Eastern Market to Potomac Avenue will be an inconvenience for several reasons. 1. Students rely on the Circulator to Potomac Avenue because of the schools they attend. 2. Parents rely on the Circulator to pick-up their children/grandchildren. It is so convenient when I have to drop-off and pick-up my grandchild because the parents job/work schedule fluctuates. I work east of the river (between Good Hope Road & MLK, Jr. Avenue). I can walk right out the door of my office and take the one Circulator, that takes me directly to her school. If the service is discontinued, I will have to take 2 buses to and from. There are times when, I have to return back to work. She comes with me and it takes less time. To and from with no traffic issues is approximately 30 minutes or less). Having to take 2 buses both ways, takes up to an hour or more. There is a large number of school children, very small children that travel in groups. They rely on the Circulator to get them to and from Anacostia to Potomac Avenue. To discontinue to service this existing part of the route, will also contribute to them getting school on time, increasing their chances of being tardy. Proposed compromise: 1. Reduce the number of trips during AM and PM school/rush hours. 2. Eliminate service during non-rush hours, weekends and holidays.</p>	<p>The Good Hope Road segment of PS has low ridership, likely because it overlaps with many Metrobus routes. In addition, the activity centers on this segment do not demand the 10-minute, all-day service that the DC Circulator provides. WMATA will be running 10-12 minute headways during peak periods on the 92 bus.</p>
342	Anonymous	<p>Good to extend the W6/U8. The 92 is good to run every 10 minutes in the peak period.</p>	<p>WMATA will be running 10-12 minute headways during peak periods on the 92 bus.</p>