



Advisory Neighborhood Commission 2A

“Serving the Foggy Bottom and West End communities of Washington, D.C.”

June 27, 2016

Mr. Leif Dormsjo
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
leif.dormsjo@dc.gov

RE: Proposal by the District Department of Transportation to Extend Weekend Late Night Operating Hours on the DC Circulator as a Result of Metrorail’s SafeTrack Plan

Dear Mr. Dormsjo,

At its regular meeting on June 15, 2016, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With seven of seven commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously to adopt the following resolution, which was introduced by Commissioner Kennedy and seconded by Commissioner Schrefer, by a vote of **(5-0-0*)**:

WHEREAS, the DC Circulator system was launched by the District Department of Transportation in 2005 as a public bus service, with the goal of providing “affordable, comfortable and efficient service” to DC residents, workers, and visitors,

WHEREAS, ANC 2A represents an area that includes three of the Circulator’s current six routes: the Georgetown-Union Station route, the Rosslyn-Dupont Circle route, and the National Mall route,

WHEREAS, according to the District Department of Transportation, the Circulator is now the fourth-largest bus system in the DC region, with the system carrying 5.6 million riders in 2013, a 635% increase from the 880,900 riders that the system carried during its first year of operations,

WHEREAS, the Circulator’s \$1 base charge is significantly less expensive than the \$1.75 base charge for Metrobus routes,

WHEREAS, the Circulator’s one bus per every 10 minutes scheduling ensures that buses arrive on a predictable, easy to understand schedule,

WHEREAS, the Circulator’s distinctive red colors, groups of four seats that face each other, SmarTrip readers on payment boxes, and USB charging ports on the



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newest fleet of buses bring additional rider comfort features to both regular and one-time riders,

WHEREAS, the Circulator’s limited-stop service model allows for riders to reach their destinations more quickly than on a local Metrobus route,

WHEREAS, like the Metrorail system, the Circulator’s bus routes are laid out in order to connect the central business district and other heavily trafficked areas with many of the city’s residential areas, ensuring convenient travel for workers who are traveling from their homes to work, visitors who are traveling from their hotels to key tourist destinations, and any other DC riders who use the system to access retail, residential, and entertainment destinations,

WHEREAS, the Circulator’s routes are laid out in order to complement and to not overlap with existing high-frequency Metrobus routes,

WHEREAS, in 2014, the District Department of Transportation created the Circulator 10-Year Transit Development Plan, which, among other tasks, called for much-needed route extensions on the Georgetown-Union Station route to the National Cathedral, on the Union Station-Navy Yard route to the Southwest Waterfront, and on the Rosslyn-Dupont Circle route to U Street and Howard University,

WHEREAS, ANC 2A has previously passed a resolution that encouraged the implementation of the development plan’s recommended Rosslyn-Dupont Circle route extension to U Street and Howard University

WHEREAS, existing post-midnight service on the Circulator’s Georgetown-Union Station, Woodley Park-McPherson Square, and Rosslyn-Dupont Circle routes ensures that the patrons to and employees at nightlife destinations in Georgetown, Dupont Circle, Adams Morgan, 14th Street, U Street, and other late-night areas have safe, affordable, and reliable transportation to travel home on, reducing the amount of traffic incidents and fatalities from individuals that may otherwise travel home via personal vehicle,

WHEREAS, under the Washington Metropolitan Area Transit Authority’s (WMATA) SafeTrack plan for Metrorail, closures and prolonged single-tracking on multiple lines will lead to a significantly lesser amount of trains traveling through DC’s sections of the Metrorail tracks, which will have the potential to cause significant waits and overcrowding conditions at some of DC’s Metrorail stations,

WHEREAS, the SafeTrack plan has already lead to the immediate end of post-midnight Metrorail service hours on Friday and Saturday nights, which has the potential to increase the amount of traffic incidents and fatalities from individuals



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traveling home from nightlife destinations in a personal vehicle who would have otherwise used Metrorail to travel home,

WHEREAS, the DC Circulator is, based on the previously-stated service features, the best-positioned DC transit alternative to close the service gap created by the increased delays, overcrowding conditions, and lack of post-midnight service on Metrorail resulting from the SafeTrack plan, and

WHEREAS, at Mayor Bowser’s June 2, 2016 press conference on DC’s response to the SafeTrack plan, the Mayor announced that the District Department of Transportation would be examining the option of extending the Circulator’s operating hours to 3:00 am on weekends.

THEREFORE, BE IT RESOLVED that ANC 2A heavily encourages the District Department of Transportation to extend the DC Circulator’s operating hours on all sections of all Circulator routes, with the exception of the National Mall route, to a closing time of at least 3:00 am on Friday and Saturday nights in order to make up for the Metrorail service gaps resulting from the SafeTrack plan.

BE IT FURTHER RESOLVED that ANC 2A encourages the District Department of Transportation to use the rollout of the SafeTrack plan as an opportunity to begin implementing the recommendations from the Circulator 10-Year Transit Development Plan, including the three previously-mentioned route extensions.

Commissioner Patrick Kennedy (2A01@anc.dc.gov) is the Commission’s representative in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

Patrick Kennedy
Chairperson

CC: Councilmember Jack Evans, Ward 2
Ann Chisholm, Government Relations Officer – DC, WMATA

*Commissioner Florence Harmon recused herself from voting on this matter.