



Hillcrest Community Civic Association  
"Working together for a better community"  
[www.HillcrestDC.com](http://www.HillcrestDC.com)  
P.O. Box 30895, Washington, D.C. 20030-0895

January 18, 2016

Mr. Sean Egan  
Deputy Associate Director for Transit Operations  
The District Department of Transportation  
55 M Street, SE, Suite 400  
Washington, DC 20003

Dear Mr. Egan

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**

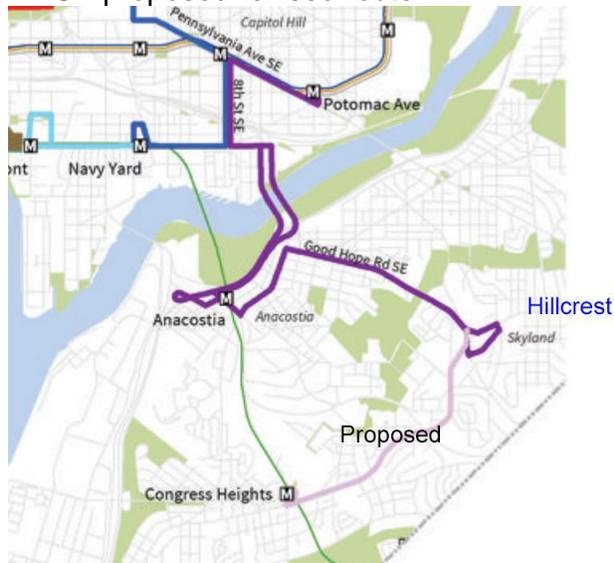
The HCCA makes the following recommendations.

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 11<sup>th</sup> 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.

DDOT proposed revised route:



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.

Sincerely,  
HCCA Board of Directors  
Streets, Traffic & Transportation Committee