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# Chapter 2: Alternatives

Georgetown Enhanced Transit Access to Metrorail

December 20, 2022

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- Appendix A. Concepts Considered
- Appendix B. Agency Coordination
- Appendix C. Public Feedback

# Acronyms and Abbreviations

BAT	Business and Transit
BID	Business Improvement District
CFA	Commission of Fine Arts
DDOT	District Department of Transportation
EB	Eastbound
EEA	Equity Emphasis Area
GUTS	Georgetown University Transportation Services
HH	Households
MOE	Measure of Effectiveness
NB	Northbound
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NPS	National Park Service
OGB	Old Georgetown Board
SB	Southbound
TTV	Travel Time Variability
USDOT	United States Department of Transportation
WB	Westbound
WMATA	Washington Metropolitan Area Transit Authority

# 2

## Alternatives

### 2.1 Introduction

This document is intended to provide the basis for Chapter 2, *Alternatives*, of a future environmental assessment or environmental impact statement to be prepared under the National Environmental Policy Act (NEPA), as applicable. It describes the process by which the Partnership developed a set of preliminary alternatives to be further considered during the NEPA process.

### 2.2 Alternatives Development Overview

Following the definition of the Purpose and Need, the alternatives development process consisted of eight steps:

- **Concept Development.** In this step, a set of transit concepts that could potentially meet the Purpose and Need to *"provide workers, students, residents, and visitors with a reliable, frequent, safe, and sustainable non-auto connection between Georgetown and the Metrorail system"* were identified.
- **Development of Screening Criteria.** In this step, a set of criteria was developed to evaluate whether the concepts identified in the first step would meet the Purpose and Need.
- **Concept Screening.** The concepts were then assessed using the screening criteria. Those concepts that did not meet all the criteria were dismissed from further consideration because they would not meet the Purpose and Need. This step yielded a set of retained concepts.
- **Refinement of the Retained Concepts.** The retained concepts were then brought to a higher level of definition, sufficient to support the next steps.

- **Development of Measures of Effectiveness (MOEs).** In this step, a set of MOEs was developed to support a quantitative and qualitative assessment of the retained concepts.
- **Retained Concept Assessment.** The retained concepts were then assessed against the MOEs. The assessment yielded a set of preliminary alternatives.
- **Agency and Public Review.** The preliminary alternatives and the process through which they were developed were presented to a group of key agency stakeholders and made available for public review and feedback through an online questionnaire.
- **Finalization of Potential Range of Alternatives.** After review of agency and public feedback, the potential range of alternatives was finalized, along with recommendations for further consideration of certain elements during future phases of project planning.

## 2.3 Concept Development

In developing concepts to improve Georgetown’s connection to Metrorail, the Partnership first considered (1) what types of connection have no potential to meet the Purpose and Need and can be eliminated from consideration from the start; and (2) how the unique transit and planning context of Georgetown must inform potential concepts, including what improvements or features must be part of any concepts.

### 2.3.1 Types of Connection

The purpose of concept development was to identify a set of transit connections that may meet the Purpose and Need. Therefore, as a first step in this process, the Partnership identified types of connection that have no potential to do so and, as such, did not need to be considered any further. These are:

- **Water-based transportation:** No Metrorail stations are waterfront-adjacent. Therefore, a water-based transportation option could not connect Georgetown to Metrorail in a way that decreases the average time of travel to and from Georgetown, as called for in the Purpose and Need.
- **Metrorail expansion:** The Washington Metropolitan Area Transit Authority (WMATA) is currently evaluating the potential for a new WMATA station in Georgetown as part of the Blue, Orange, Silver Corridor Capacity and Reliability Study.<sup>1</sup> The Purpose and Need for the present study calls for a connection to Metrorail that meets both long- and short-term needs in Georgetown. Due to its cost and complexity, an expansion of Metrorail to Georgetown is anticipated to take up to 20 years to complete.<sup>2</sup> Therefore, a Metrorail

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<sup>1</sup> WMATA. [Blue, Orange, Silver Capacity and Reliability Study](#). Accessed on June 2, 2022. Each of the Study’s four Metrorail alternatives includes a Metrorail station in Georgetown.

<sup>2</sup> WMATA. [Finance and Capital Committee. Information Item IV-A. September 9, 2021. Blue, Orange, Silver Capacity and Reliability Study](#). Accessed on June 2, 2022:

expansion option would not be capable of meeting short-term needs in accordance with the Purpose and Need.

- **DC Streetcar expansion:** Expansion of the DC Streetcar west of Washington Union Station has been indefinitely suspended by the District and cannot reasonably be considered as an option for this study.<sup>3</sup>
- **Bicycle and pedestrian connections only.** Pedestrian and bicycle enhancements should be considered in conjunction with transit improvements to increase access. However, bicycle and pedestrian-only options would not be consistent with the Purpose and Need's requirements to meet the needs of all users and to decrease travel times. Walking distances to Metrorail exceed the ½-mile planning standard used by WMATA for rail transit access.<sup>4</sup> Thirteen percent of Americans have a disability that makes it difficult for them to walk or bicycle long distances.<sup>5</sup> Further, employment centers like Georgetown are regional destinations; for this reason, walking and biking alone would not allow for a large enough reduction in travel time to meaningfully increase the number of people within reasonable commuting distance from Georgetown.<sup>6</sup>

For the stated reasons, the Partnership gave these types of connection no further consideration.

## 2.3.2 Georgetown Context

The second step in developing concepts was to identify the relevant Georgetown-specific characteristics, constraints, and opportunities that must shape any potential concepts that may meet the Purpose and Need.

### 2.3.2.1 Multiple Types of Activity and Multiple Nodes

As the Purpose and Need states, enhanced Metrorail access to Georgetown must accommodate multiple types of users. Potential beneficiaries include employees, students, and visitors both local and from out of town. These groups' desired destinations are different and spread out. The Partnership identified four major nodes around which these destinations concentrate: Georgetown University (employees, students); the Medstar Georgetown University Hospital (employees); M Street (employees, visitors); and the Georgetown Waterfront (visitors). As the crow flies, it is approximately half a mile from the main entrance of the Medstar Georgetown University Hospital to the Georgetown Waterfront. As a person walks, it is at least 1.25 miles. This distance is compounded by

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<sup>3</sup> Max Smith. "[DC Streetcar to Georgetown is dead](#)," *WTOP News* January 22, 2020. Accessed on June 2, 2022.

<sup>4</sup> WMATA. "[What Makes a Transit 'Walk Shed'?](#)" *PlanItMetro* June 10, 2014. Accessed on June 2, 2022.

<sup>5</sup> Centers for Disease Control and Prevention (CDC). "[Disability Impacts All of Us](#)." Accessed on June 2, 2022.

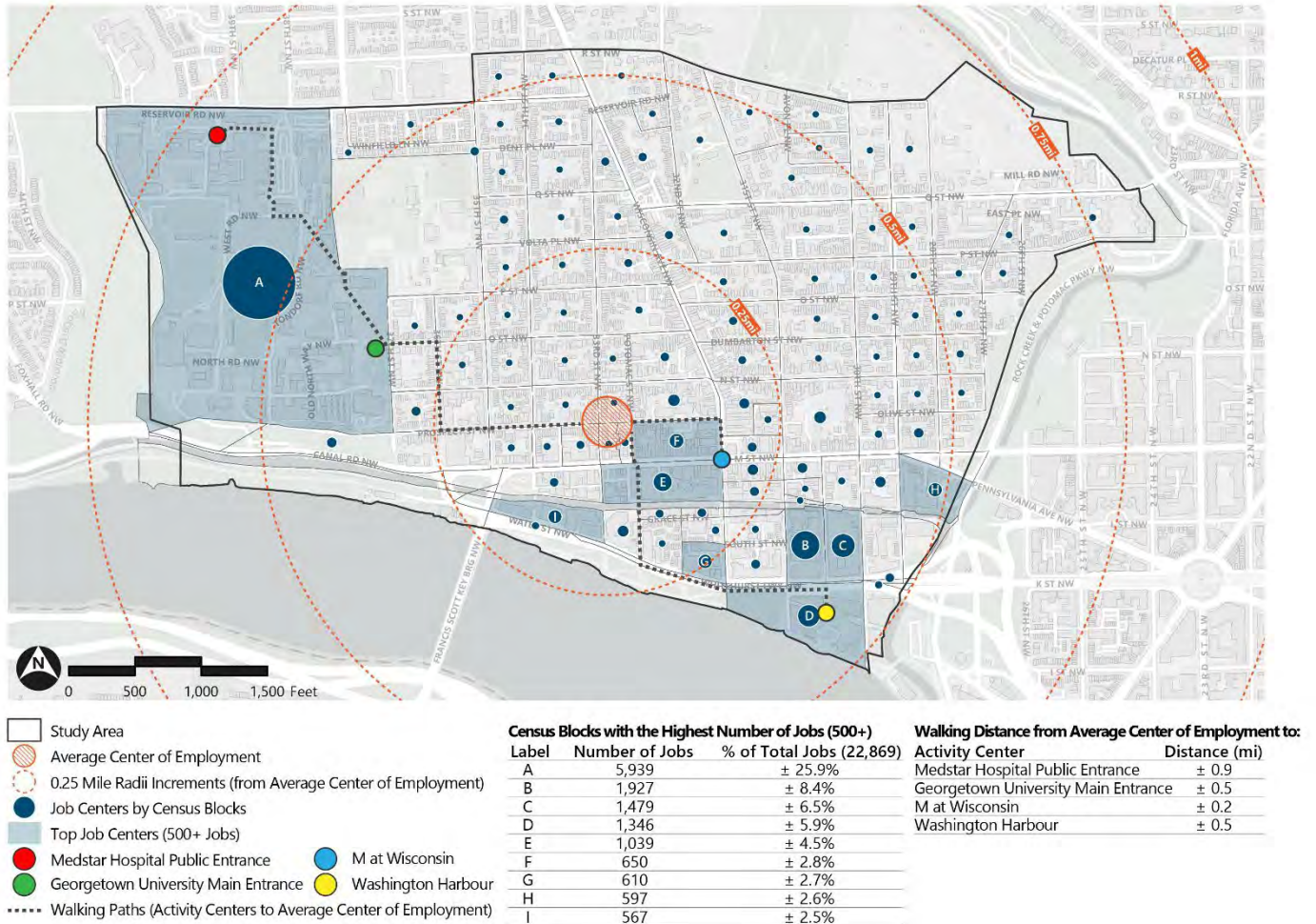
<sup>6</sup> Safe bicycle connections with other areas of the District may enhance the overall attractiveness of Georgetown and as this study progresses, opportunities to align transit improvements, complementary pedestrian/bicycle improvements, and parallel bicycle improvements consistent with the District's BikeDC plans and short-term bicycle facility planning should be explored.

substantial elevation changes. Therefore, it is unlikely that a single transit route can serve all nodes and activity equally well.

### 2.3.2.2 Multiple Nodes, One Center

However, it is possible to identify a “center point” based on employment concentrations in Georgetown. To that end, the Partnership mapped the location of jobs within Georgetown based on Census Bureau data, as shown in **Figure 2-1**.

Figure 2-1. Location of Jobs in Georgetown



While, as noted above, Georgetown has a diversity of potential transit users – students, tourists, shoppers, boaters, and the like – job location data are a good proxy for the full range of uses. This is because clusters of jobs correlate directly with educational institutions, the M Street shopping corridor, and the range of activities available along the waterfront, including park and entertainment spaces.

Using geospatial analysis tools, the Partnership evaluated the geographic distribution of jobs throughout Georgetown. These tools calculated the weighted geographic job center of Georgetown based on that distribution. As shown in **Figure 2-1**, the center point of jobs in Georgetown falls northwest of the M Street and Wisconsin Avenue intersection, with clusters of jobs at the Georgetown University/Medstar Georgetown University Hospital campus on one side and to the southeast of M Street on the other. Specifically, the core is located on Prospect Street between 33<sup>rd</sup> Street and Potomac Street.<sup>7</sup>

On this basis, the Partnership identified this center, or employment core, of the Georgetown neighborhood as the key location that any concept should seek to serve in order to optimize access, consistent with the focus of the Purpose and Need on employment and with the role of employment as a proxy for other uses, as explained above. Practically, this means that concepts should serve at least one location as close to the core as possible along a feasible route.

The Partnership also recognized that the Medstar Georgetown University Hospital campus is significantly more distant from the core than the other job clusters. Therefore, when developing concepts, separate consideration was given to serving the hospital.

### 2.3.2.3 Transit in Georgetown

Existing transit access to Georgetown is through several bus services, including:

- **DC Circulator:** Dupont Circle-Rosslyn-Georgetown Route; Georgetown-Union Station Route.
- **WMATA Metrobus:** D51 (Congress Heights-Georgetown Line); 38B (Ballston-Farragut Square Line); G2 (P Street-LeDroit Park Line); D2 (Glover Park-Dupont Circle Line); D6 (Sibley Hospital-Stadium Armory Line); 31/33 (Wisconsin Avenue Line).
- **Georgetown University Transportation Services (GUTS):** Rosslyn Route (from Rosslyn Metrorail Station); Dupont Circle Route (from Dupont Circle Metrorail Station); Arlington Route; Law Center Route; and Wisconsin Avenue Route.

These services currently operate along the major street corridors through Georgetown and connect to the nearest Metrorail stations, including Rosslyn, Dupont Circle, and Foggy Bottom.

The DC Circulator operates on 10-minute headways through midnight on weekdays and 3 AM on weekends. Metrobus headways range from 15 minutes for 31/33 buses to 30 minutes for D6 buses. The two GUTS routes serving Metrorail stations operate on 10- or 15-minute headways but are accessible only to Georgetown University/Medstar Georgetown

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<sup>7</sup> All District streets referenced in this document are in the Northwest quadrant.



University Hospital students and employees. In general, as explained in Chapter 1, *Purpose and Need*, issues with existing bus transit access to Georgetown have less to do with coverage and frequency as they have to do with transit speed and reliability.

The Partnership determined that the way to address this type of transit problem in the context of Georgetown is through dedicated transit infrastructure.<sup>8</sup> While enhancements like limited stop service or transit signal priority can help reduce certain types of delay, they would not be impactful in Georgetown for the following reasons:

- Transit signal priority (TSP) approaches only work when the bus can proceed through the preceding intersection. While congestion at different intersections in Georgetown varies, multiple intersections experience regular queues that spill back to the preceding intersection.<sup>9</sup> This condition limits effective TSP deployment in the absence of dedicated infrastructure. The National Association of City Transportation Officials (NACTO) street design guide recommends that TSP be installed in urban conditions only when there is accompanying lane capacity that guarantees the bus can be at the signal.<sup>10</sup>
- Delays in Georgetown for buses are often tied to “friction” created by parked and stopped cars that only a dedicated lane, with appropriate enforcement, could reduce.<sup>11</sup>

For these reasons, the Partnership determined that dedicated infrastructure should be a fundamental element of any concept with the potential to prevent transit speed and reliability from being adversely impacted by traffic congestion, consistent with the Purpose and Need.

#### 2.3.2.4 Opportunities and Constraints Relevant to Dedicated Infrastructure

The following context considerations pertaining to the provision of dedicated transit infrastructure informed the development of concepts and the screening process. In general, opportunities for dedicated infrastructure are constrained by existing infrastructure; neighborhood considerations; and regulatory requirements, as summarily described below. While some amount of dedicated infrastructure is a fundamental requirement of any concept, as explained in **Section 2.3.2.3**, these constraints require considering concepts featuring dedicated infrastructure along certain segments only.

##### **Expanded sidewalks, stateries, and bicycle infrastructure.**

During the COVID-19 pandemic, portions of existing transportation rights-of-way in Georgetown were converted to accommodate extended sidewalks and “stateries.” For the

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<sup>8</sup> Dedicated transit infrastructure in the present context includes bus lanes, queue jumps, and other elements that generally restrict right-of-way use to buses. Certain treatments may incorporate access by emergency vehicles, bicycles, and turning vehicles.

<sup>9</sup> Georgetown Business Improvement District (BID). “[Georgetown Decks – Draft 2022 Sidewalk Widening Proposal](#)”. November 11, 2021. Accessed on June 2, 2022.

<sup>10</sup> NACTO. [Transit Street Design Guide](#). Accessed on June 2, 2022.

<sup>11</sup> Georgetown BID. “[Georgetown Decks – Draft 2022 Sidewalk Widening Proposal](#)”. November 11, 2021. Accessed on June 2, 2022.



purposes of concept development, because the streateries program in Georgetown was subject to ongoing review,<sup>12</sup> the Partnership considered these right-of-way sections to be potentially available for establishing dedicated transit infrastructure. They include:

- Wisconsin Avenue (between M Street and Reservoir Road), with streateries in the northbound and southbound curb lanes.
- M Street (between Key Bridge and Pennsylvania Avenue), with extended sidewalks and streateries in the eastbound and westbound curb lanes.

The Partnership also considered existing travel, parking, and bicycle lanes to be potentially available for exclusive transit use.

### Residential Context

Opportunities to provide dedicated infrastructure in an east-west direction north of M Street are limited by the residential and historic nature of the neighborhood. Streets between Georgetown University and Wisconsin Avenue are narrow; some have historic streetcar elements; most have curbside residential parking. All concepts should minimize the use of such streets and, as much as possible, be limited to streets that already accommodate bus service, such as P and Q Streets (providing dedicated bus infrastructure along P and Q Streets would be feasible only by removing a substantial amount of on-street parking in a residential context, however).

### Historic Context

Any concept that would include permanent transit infrastructure may have effects on Georgetown's historic resources, including the Georgetown Historic District. Potential effects may vary in intensity depending on the concept and its setting. Because, as explained below, potential concepts are "lines on a page," it is not possible at this stage of planning to fully evaluate their potential effects on historic resources. After a final range of alternatives has been identified and the associated infrastructure has been more specifically defined, a thorough analysis of the alternatives' effects on historic resources will be carried out in compliance with Section 106 of the National Historic Preservation Act (Section 106) as well as through NEPA review, as applicable. At the screening stage, only a high-level evaluation is possible. The screening criteria and MOEs address effects on historic resources broadly, based on how they may affect project feasibility (see **Section 2.4** and **Section 2.7** below, respectively).

### Regulatory Context

Any new infrastructure in Georgetown may require federal approvals to be constructed, including approval by the National Capital Planning Commission (NCPC) as well as the Commission of Fine Arts (CFA) through the Old Georgetown Board (OGB). All projects on federal land in the District of Columbia require NCPC and CFA approval. Prior to construction of a project on federal land, any advanced alternative would be required to undergo further study under NEPA and other applicable laws and regulations, including

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<sup>12</sup> Ibid.

Section 106. Section 4(f) of the US Department Transportation (USDOT) Act of 1966 would also apply if USDOT funds or approves the project.

As explained above, it is not possible at this stage of planning to fully determine effects on properties protected under Section 106 and Section 4(f), including parks and recreational lands. Such an evaluation will be performed at a later stage, in compliance with applicable regulations and in coordination with owners and officials with jurisdiction on the affected properties.<sup>13</sup> All required approvals will be sought during the NEPA and design phases of the project.

At the screening stage, only a high-level evaluation is possible. The screening criteria and MOEs address regulatory considerations based on how they may affect project feasibility (see **Section 2.4** and **Section 2.7** below, respectively).

### 2.3.3 Concept Development Approach

Based on the above considerations, the Partnership determined the best way to advance the concept development process to be through a two-pronged approach to meeting the Purpose and Need. This approach distinguishes between (1) concepts that would enhance access from Metrorail to the Georgetown core identified in **Section 2.3.2.2** through transit solutions consisting at least in part of dedicated infrastructure not subject to delays caused by traffic congestion and (2) separate concepts that would enhance access from Metrorail to the Medstar Georgetown University Hospital campus, to be considered given the distance of the hospital from the core. These two types of concepts may be combined at a later stage of planning.

The use of the Georgetown core as the single focus of potential concepts, instead of using the lower part of the Georgetown University campus, M Street, and the Georgetown waterfront as separate focuses, does not preclude service elements that would more directly connect to those nodes. Rather, the use of a single core is intended to focus the process by tying it to the heart of employment activity in Georgetown. It is meant to help identify the highest value improvements that would serve the most people better than the existing conditions. As noted above, concepts should seek to provide a connection as close to the core as is feasible. How well the various potential concepts would serve this location was incorporated into the MOEs.

The second prong of the approach addresses the distance of the Medstar Georgetown University Hospital from the core and recognizes that a hospital-specific solution may have to be part of any future alternatives. The logic of treating the hospital separately stems from

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<sup>13</sup> Such effects would vary depending on the transit solution considered in the alternative. For instance, aerial transit solutions (gondola systems) may require constructing towers on parkland or adjacent to historic resources, or they may make use of the air rights associated with such resources to route cables. Gondola systems may also have visual impacts on nearby resources by introducing new elements in the landscape, potentially affecting the viewsheds from the George Washington Memorial Parkway to the Key Bridge. Bus transit solutions may involve setting up barriers or other infrastructure along streets, which may affect the fabric and “feel” of the Georgetown Historic District or specific historic buildings. Bus transit infrastructure may also affect parks and recreational areas and park user experience through physical, visual, or noise impacts.

its physical and transportation orientation. The Medstar Georgetown University Hospital is oriented toward Reservoir Road, with development under construction along the Reservoir Road frontage. As a result, the hospital's connectivity is largely toward the north. Therefore, potential solutions focused on the core are likely to be meaningfully less useful for the hospital than for the other Georgetown activity centers, including Georgetown University.

## 2.3.4 Concepts

Based on the above considerations, the Partnership developed a set of concepts that could potentially meet the Purpose and Need. These concepts were divided into three categories: (1) bus transit improvements serving the Georgetown core as defined above; (2) bus transit improvements serving MedStar Georgetown University Hospital; and (3) gondola connection concepts.

Although operational conditions would be determined at a later stage of planning, for the purposes of initial screening and evaluation, it was assumed that all concepts would operate on the following schedule:

- Monday-Thursday: 6 AM – Midnight
- Friday: 6 AM – 3 AM
- Saturday and Sunday: 7 AM -3 AM

Bus concepts would operate on 10-minute headways. Gondola concepts would feature 8-12-person cabins and one-minute headways. Several concepts make use of what this study refers to as a potential "Transit Hub" in Georgetown. This location is the site of a now-demolished Exxon station on the north side of M Street, across from M Street's intersection with the Whitehurst Freeway. The Council of the District of Columbia has appropriated \$14 million for the acquisition of this site.<sup>14</sup> It was selected as a possible stop for several concepts because of its potential availability for accommodating a range of transit solutions as well as its proximity to the core, combined with its accessibility due to its fronting M Street.

### 2.3.4.1 Core Bus Transit Concepts

The Partnership identified ten bus transit concepts focused on serving the core of Georgetown. These concepts are described below and illustrated in **Appendix A**.

- **Concept 1. Rosslyn to Potential Transit Hub.** This concept consists of bus transit improvements along a route running from the Rosslyn Metrorail Station to the potential Transit Hub on M Street via the Key Bridge.<sup>15</sup>

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<sup>14</sup> Council of the District of Columbia. [FY23 Approved Budget and Financial Plan. Volume 5 FY 2023-FY 2028 Capital Improvements Plan](#). 2022. Accessed on November 4, 2022.

<sup>15</sup> In this and all other Core Bus Transit Concepts, a spur connection could be provided from the Transit Hub to the Georgetown University bus hub.

- **Concept 2. Rosslyn to Dupont Circle.** This concept consists of bus transit improvements along a route running from the Rosslyn Metrorail Station to the Dupont Circle Metrorail Station via the Key Bridge, M Street, Pennsylvania Avenue, L Street, and New Hampshire Avenue.
- **Concept 3. Potential Transit Hub to Dupont Circle.** This concept consists of bus transit improvements along a route running from the potential Transit Hub to the Dupont Circle Metrorail Station via M Street, Pennsylvania Avenue, L Street, and New Hampshire Avenue.
- **Concept 4. Rosslyn to Foggy Bottom / Farragut Square (Pennsylvania Avenue).** This concept consists of bus transit improvements along a route running from the Rosslyn Metrorail Station to Farragut Square (Farragut West and North Metrorail Stations) via Key Bridge, M Street, Pennsylvania Avenue, Washington Circle/Foggy Bottom Metrorail Station, and K Street.
- **Concept 5. Potential Transit Hub to Foggy Bottom / Farragut Square (Pennsylvania Avenue).** This concept consists of bus transit improvements along a route running from the potential Transit Hub to Farragut Square (Farragut West and North Metrorail Stations) via M Street, Pennsylvania Avenue, Washington Circle/Foggy Bottom Metrorail Station, and K Street.
- **Concept 6. Rosslyn to Foggy Bottom / Farragut Square (K Street).** This concept consists of bus transit improvements along a route running from the Rosslyn Metrorail Station to Farragut Square (Farragut West and North Metrorail Stations) via Key Bridge, M Street, Wisconsin Avenue, K Street, and Washington Circle/Foggy Bottom Metrorail Station.
- **Concept 7. Potential Transit Hub to Foggy Bottom / Farragut Square (Pennsylvania Avenue).** This concept consists of bus transit improvements along a route running from the Potential Transit Hub to Farragut Square (Farragut West and North Metrorail Stations) via M Street, Wisconsin Avenue, K Street, and Washington Circle/Foggy Bottom Metrorail Station.
- **Concept 8. Potential Transit Hub to Foggy Bottom / Farragut Square (Whitehurst Freeway).** This concept consists of bus transit improvements along a route running from the Potential Transit Hub to Farragut Square (Farragut West and North Metrorail Stations) via the Whitehurst Freeway, K Street, and Washington Circle/Foggy Bottom Metrorail Station.
- **Concept 9. M and Wisconsin to Foggy Bottom / Farragut Square (Whitehurst Freeway).** This concept consists of bus transit improvements along a route running from the intersection of M Street and Wisconsin Avenue to Farragut Square (Farragut West and North Metrorail Stations) via M Street, the potential Transit Hub, the Whitehurst Freeway, K Street, and Washington Circle/Foggy Bottom Metrorail Station.
- **Concept 10. Rosslyn to Foggy Bottom / Farragut Square (Whitehurst Freeway).** This concept consists of bus transit improvements along a route running from the Rosslyn Metrorail Station to Farragut Square (Farragut West and North Metrorail

Stations) via the Key Bridge, M Street, the potential Transit Hub, the Whitehurst Freeway, and K Street.

#### 2.3.4.2 Hospital Bus Transit Concepts

The Partnership identified four bus transit concepts focused on serving the MedStar Georgetown University Hospital. These concepts are described below and illustrated in **Appendix A**:

- **Concept A. Hospital to Dupont Circle.** This concept consists of bus transit improvements along a route running from the MedStar Georgetown University Hospital to the Dupont Circle Metrorail Station via Reservoir Road, Wisconsin Avenue, and P and Q Streets.
- **Concept B. Hospital to Rosslyn (Wisconsin Avenue).** This concept consists of bus transit improvements along a route running from the MedStar Georgetown University Hospital to the Rosslyn Metrorail Station via Reservoir Road, Wisconsin Avenue, M Street, and the Key Bridge.
- **Concept C. Hospital to Rosslyn (Foxhall Road).** This concept consists of bus transit improvements along a route running from the MedStar Georgetown University Hospital to the Rosslyn Metrorail Station via Reservoir Road, Foxhall Road, Canal Road, and the Key Bridge.
- **Concept D. Hospital to Foggy Bottom / Farragut Square.** This concept consists of bus transit improvements along a route running from the MedStar Georgetown University Hospital to Farragut Square (Farragut West and North Metrorail Stations) via Reservoir Road, Wisconsin Avenue, M Street, Pennsylvania Avenue, Washington Circle/Foggy Bottom Metrorail Station, and K Street.

#### 2.3.4.3 Gondola Transit Concepts

The Partnership identified a total of 26 gondola concepts. Of these, 18 (Concepts G1 to G18) were previously identified in the *Georgetown-Rosslyn Gondola Feasibility Study* completed in 2016.<sup>16</sup> These 18 concepts are summarized in **Table 2-1** based on the location of their respective north and south termini.

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<sup>16</sup> Georgetown BID. [Georgetown-Rosslyn Gondola Feasibility Study](#), 2016. Accessed on March 14, 2022. Although the 18 concepts were assessed and screened in the Feasibility Study, the approach and criteria used were different from those used in this study, warranting a high-level re-assessment. Refer to the Feasibility Study for more details on the alignments of those 18 concepts.

Table 2-1. Feasibility Study Gondola Concepts

Georgetown Landing Locations	Rosslyn Landing Corridor		
	Fort Myer Drive	N. Moore Street	N. Lynn Street
Potential Transit Hub	G1	G2	G3*
Georgetown Car Barn	G4	G5	G6*
Key Park	G7	G8	G9
Aqueduct	G10	G11	G12*
3401 Water Street	G13	G14	G15
Georgetown University at Prospect Street	G16	G17	G18

Of the 18 concepts from the 2016 Feasibility Study, three would connect straight from the Georgetown location to the Rosslyn location (marked with an asterisk in the table); all others would require an angle station in the vicinity of Gateway Park in Arlington County to accommodate a turn in the ropeway.

For this study, the Partnership additionally considered eight new gondola concepts (Concepts G19 to G26):

- **Concept G19. Rosslyn – Georgetown University Bus Turnaround.** In this concept, a gondola system would be constructed between the Rosslyn Metrorail Station (N. Moore Street) and the bus turnaround on the Georgetown University campus. An angle station in the vicinity of the former Key Bridge Marriott between Langston Boulevard and the George Washington Memorial Parkway in Arlington County would be needed.
- **Concept G20. Rosslyn – Georgetown Waterfront.** In this concept, a gondola system would be constructed between the Rosslyn Metrorail Station (N. Lynn Street) and Georgetown Waterfront Park in the vicinity of 33<sup>rd</sup> Street. An angle station in the vicinity of Langston Boulevard and Gateway Park would be needed.
- **Concept G21. Foggy Bottom – Georgetown Waterfront.** In this concept, a gondola system would be constructed between the Foggy Bottom Metrorail Station and the Georgetown Waterfront Park in the vicinity of 33<sup>rd</sup> Street. An angle station in the vicinity of Washington Harbour would be needed.
- **Concept G22. Foggy Bottom – Georgetown Waterfront (Whitehurst Freeway).** In this concept, a gondola system would be constructed between the Foggy Bottom Metrorail Station and the Georgetown waterfront at Wisconsin Avenue along the

Whitehurst Freeway alignment. At least two angle stations would be needed in the vicinity of I-66 and I Street and the intersection of the Whitehurst Freeway with K Street, respectively.

- **Concept G23. Potential Transit Hub – Farragut Square (Whitehurst Freeway).** In this concept, a gondola system would be constructed between the potential Transit Hub and Farragut Square (Farragut West and North Metrorail Stations) via the Whitehurst Freeway and K Street alignments. At least one angle station would be needed, in the vicinity of Wisconsin Avenue.
- **Concept G24. Potential Transit Hub – Farragut Square (Pennsylvania Avenue).** In this concept, a gondola system would be constructed between the potential Transit Hub and Farragut Square (Farragut West and North Metrorail Stations) via the M Street, Pennsylvania Avenue, Washington Circle, and K Street alignments. At least two angle stations would be required, at the intersection of M Street with Pennsylvania Avenue and at Washington Circle, respectively.
- **Concept G25. Potential Transit Hub – Dupont Circle.** In this concept, a gondola system would be constructed between the potential Transit Hub and the Dupont Circle Metrorail Station via the M Street and New Hampshire Avenue alignments. An angle station at the intersection of New Hampshire Avenue and M Street would be needed.
- **Concept G26. Rosslyn – University/Hospital.** In this concept, a gondola would be constructed between the Rosslyn Metrorail Station (N. Moore Street) and Georgetown University, continuing to the MedStar Georgetown University Hospital. An angle station in the vicinity of the former Key Bridge Marriott, between Langston Boulevard and the George Washington Memorial Parkway in Arlington County, would be needed.

The gondola concepts are illustrated in **Appendix A**.

## 2.4 Screening Criteria

The Purpose and Need is the fundamental driving force for decision-making. NEPA requires consideration only of reasonable alternatives. “Reasonable alternatives” means a reasonable range of alternatives that are technically and economically feasible and meet the purpose and need.<sup>17</sup>

The Partnership developed a set of screening criteria to determine which of the concepts presented in **Section 2.3.4** could not constitute a reasonable alternative and, as such, can be eliminated from further consideration. The screening criteria were defined based on the Purpose and Need. The screening criteria are “Yes/No” questions intended to assess whether a concept would meet the different elements of the Purpose and Need (and

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<sup>17</sup> [40 Code of Federal Regulation \(CFR\) 1508.1](#)

therefore should be retained) or not (and therefore can be eliminated from further consideration).<sup>18</sup> A single “No” answer eliminated the concept.

**Table 2-2** shows the screening criteria and the Purpose and Need elements from which they were derived. **Sections 2.4.1 through 2.4.4** explain the rationale for each criterion and the approach used to evaluate each concept against the criterion.

Table 2-2. Screening Criteria Summary

No.	Purpose and Need Element	Screening Criterion
1.	...Provide workers, students, residents, and visitors with a reliable, frequent, safe, and sustainable non-auto connection between Georgetown and the Metrorail system that decreases the average time of travel to and from Georgetown by non-auto mode.	Does the concept include dedicated infrastructure on at least some portion of its length?
2.		Does the concept avoid circuitous routes or routes that pose significant operational challenges?
3.	...and equitably meets the needs of all users in a manner that supports the continued role of Georgetown as a major employment center and a regional, national, and international destination in both the near and long terms.	Does the concept provide an opportunity to bring more Equity Emphasis Areas (EEA)s within the 30-minute transit-shed?
4.	... Balance transit access improvements with historic preservation and environmental considerations.	Would the concept require either (1) using a natural or recreational open space area in a manner that would likely amount to a permanent loss of this resource or (2) demolishing a structure or building that is listed or eligible for listing in the National Register of Historic Places either individually or as part of a multi-component property.

## 2.4.1 Screening Criterion 1

This criterion addresses the following Purpose and Need element:

*“...Provide workers, students, residents, and visitors with a reliable, frequent, safe, and sustainable non-auto connection between Georgetown and the Metrorail system that decreases the average time of travel to and from Georgetown by non-auto mode.”*

As explained in **Section 2.3.2.3** above, dedicated infrastructure is needed to provide reliability and measurably decrease travel times delays to and from Georgetown due to existing congestion. Additionally, dedicated infrastructure would ensure that, as much as

<sup>18</sup> Screening criteria are solely intended to establish whether a potential alternative could meet the Purpose and Need and to eliminate those that could not. They do not constitute an evaluation of impacts. The potential impacts of any retained alternatives on the environment will be evaluated at a later stage, in compliance with NEPA, Section 106, or local project review requirements, as applicable.



possible, the transit connection is frequent (allowing maximum scheduling flexibility), safe (limiting interaction with street traffic), and sustainable (enhancing the efficiency and attractiveness of transit). However, it is possible that some portions of the concept may not be able to accommodate dedicated infrastructure given other constraints. Therefore, the screening criterion is:

- ***Does the concept include dedicated infrastructure on at least some portion of its length?***

Whether a bus concept meets this criterion was evaluated based on a high-level review of the route of the concept to determine whether conditions along this route (including existing streets and road rights-of-way) appear adequate to accommodate dedicated infrastructure along at least some portion of the concept.

By definition, gondola concepts consist of dedicated infrastructure along their entire length. Therefore, for these concepts, the Criterion 1 evaluation focused on their constructibility. For the purposes of the evaluation, the air rights for the aerial component of the gondola concepts were assumed to be potentially available. It was also assumed that the land needed to build the terminus stations could be obtained through acquisition, easement, or permitting. Concepts that would require building one or more angle stations would require acquiring additional property. Given the complexity of securing property in a densely developed urban context, it is likely that this additional property need would make gondola solutions unachievable.<sup>19</sup> Therefore, since operating a gondola system along a portion of the corridor only is not possible, concepts requiring an angle station could not accommodate dedicated infrastructure and they failed Criterion 1.

## 2.4.2 Screening Criterion 2

The criterion addresses the same Purpose and Need element as Criterion 1. Use of certain roadways or routes could create operational challenges for bus operations due to grades, geometry, prohibited or required movements, or circuitous operational profiles, which would not support a reliable transit operation that could decrease average travel times. Similar considerations also apply to potential non-bus transit solutions, such as aerial transit lines. Therefore, the screening criterion for this element is:

- ***Does the concept avoid circuitous routes or routes that pose significant operational challenges?***

Whether a concept meets this criterion was evaluated based on a high-level review of the route of the concept to identify conditions that would result operational challenges or be circuitous, defined as requiring doubling back or incorporating time-consuming diversions to reach each terminus.

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<sup>19</sup> This high-level assessment may be reconsidered at a later stage of planning if more detailed review indicates that there exist locations where construction of an angle station can be accommodated. It may also be reconsidered if a design approach is identified that could accommodate changes of direction in the rope line without construction of an angle station.

### 2.4.3 Screening Criterion 3

This criterion addresses the following Purpose and Need element:

*"...and equitably meets the needs of all users in a manner that supports the continued role of Georgetown as a major employment center and a regional, national, and international destination in both the near and long terms."*

To equitably meet the needs of all users, concepts must address conditions that make traveling to Georgetown burdensome for lower-income workers. A minimal condition for this is to facilitate access from currently under-connected Equity Emphasis Areas (EEAs) currently outside the 30-minute transit shed.<sup>20,21</sup> Therefore, the screening criterion for this element is:

- ***Does the concept provide an opportunity to bring more EEAs within the 30-minute transit-shed?***

Whether a concept meets this criterion was assessed based on a review of the location and extent of EEAs in relation to the Metrorail lines that would be served by the concept. If any reasonably anticipated growth of the transit shed associated with the concept appeared likely to be within an EEA, the concept was found to meet the criterion.

### 2.4.4 Screening Criterion 4

This criterion addresses the following Purpose and Need element:

*"... Balance transit access improvements with historic preservation and environmental considerations."*

As noted in **Section 2.3.2.4**, Georgetown is an urban neighborhood of great historic significance, both locally and nationally. Balancing the benefits of a transit concept against historic preservation and environmental considerations involves trade-offs that can only be identified through detailed impact analysis. However, certain types of impact are such that no transit benefits are likely to balance them. Concepts that would have such impacts would not meet this Purpose and Need element. Therefore, the screening criterion for this element is:

- ***Would the concept require either (1) using a natural or recreational open space area in a manner that would likely amount to a permanent loss of this resource***

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<sup>20</sup> Metropolitan Washington Council of Governments (MWCOG). [Equity Emphasis Areas for TPB's Enhanced Environmental Justice Analysis](#). Accessed on January 6, 2022. Equity Emphasis Areas are geographic areas with a significant concentration of low-income or minority populations, or both, based on Census data. The region's Transportation Planning Board uses this definition to examine access and travel time to jobs, educational institutions, and hospitals for low-income and minority populations as part of the regional transportation planning process.

<sup>21</sup> The 30-minute transit shed is used as a benchmark in this study because it is the average commuting time for workers in the District. Bringing more people within the 30-minute transit shed increases the number of people who can commute to work within the average commuting time and reduces the disincentive represented by longer commutes.

**or (2) demolishing a structure or building that is listed or eligible for listing in the National Register of Historic Places either individually or as part of a multi-component property?**

Whether a concept meets this criterion was assessed based on a high-level review of the concept route in relation to known historic and natural or recreational resources and whether constructing the concept appeared likely to result in the loss of any such resources. For the purposes of screening, “permanent loss” meant the physical destruction of the resource or of the characteristics that make it valuable to the community.<sup>22</sup>

## 2.5 Concept Screening

### 2.5.1 Summary of Screening Results

The Partnership evaluated the concepts defined in **Section 2.3.4** against the screening criteria presented in **Section 2.4**. Results for each set of concepts are presented in **Table 2-3** through **Table 2-5**.

Table 2-3. Core Bus Transit Concept Screening Results

Concept	Meet Screening Criterion				Retained for further analysis?
	1?	2?	3?	4?	
1	Yes	Yes	Yes	Yes	Yes
2	Yes	Yes	Yes	Yes	Yes
3	Yes	Yes	Yes	Yes	Yes
4	Yes	Yes	Yes	Yes	Yes
5	Yes	Yes	Yes	Yes	Yes
6	Yes	No	Yes	Yes	No
7	Yes	No	Yes	Yes	No
8	Yes	Yes	Yes	Yes	Yes

<sup>22</sup> The MOEs (See **Section 2.7** below) incorporate further considerations of environmental and historic preservation impacts. As noted above, the screening criteria and MOEs are not intended to constitute an evaluation of impacts. The potential impacts of any alternatives on the environment will be evaluated at a later stage, in compliance with NEPA, Section 106, or local project review requirements, as applicable.

Concept	Meet Screening Criterion				Retained for further analysis?
	1?	2?	3?	4?	
9	Yes	No	Yes	Yes	No
10	Yes	Yes	Yes	Yes	Yes

Table 2-4. Hospital Bus Transit Concept Screening Results

Concept	Meet Screening Criterion				Retained for further analysis?
	1?	2?	3?	4?	
A	Yes	No	Yes	Yes	No
B	Yes	Yes	Yes	Yes	Yes
C	Yes	No	Yes	Yes	No
D	Yes	Yes	Yes	Yes	Yes

Table 2-5. Gondola Transit Concept Screening Results

Concept	Meet Screening Criterion				Retained for further analysis?
	1?	2?	3?	4?	
G1	No	Yes	Yes	Yes	No
G2	Yes	Yes	Yes	Yes	Yes
G3	Yes	Yes	Yes	Yes	Yes
G4	No	Yes	Yes	Yes	No
G5	Yes	Yes	Yes	Yes	Yes
G6	Yes	Yes	Yes	Yes	Yes
G7	No	Yes	Yes	No	No

Concept	Meet Screening Criterion				Retained for further analysis?
	1?	2?	3?	4?	
G8	No	Yes	Yes	No	No
G9	No	Yes	Yes	No	No
G10	No	Yes	Yes	No	No
G11	No	Yes	Yes	No	No
G12	No	Yes	Yes	No	No
G13	No	Yes	Yes	Yes	No
G14	No	Yes	Yes	Yes	No
G15	No	Yes	Yes	Yes	No
G16	No	Yes	Yes	Yes	No
G17	No	Yes	Yes	Yes	No
G18	No	Yes	Yes	Yes	No
G19	No	Yes	Yes	Yes	No
G20	No	Yes	Yes	Yes	No
G21	No	Yes	Yes	Yes	No
G22	No	Yes	Yes	Yes	No
G23	No	Yes	Yes	No	No
G24	No	Yes	Yes	No	No
G25	No	Yes	Yes	Yes	No
G26	No	Yes	Yes	Yes	No

## 2.5.2 Concepts Eliminated from Further Consideration

### 2.5.2.1 Core Bus Transit Concepts

Three of the ten core bus transit concepts were eliminated for the following reasons:

- **Concept 6. Rosslyn – Foggy Bottom / Farragut Square (K Street).** This concept does not meet Criterion 2 because it would require buses to navigate lower Wisconsin Avenue between M Street and K Street. The grades and geometry in that portion of the route would be inconsistent with priority service.
- **Concept 7. Potential Transit Hub – Foggy Bottom / Farragut Square (K Street).** This concept does not meet Criterion 2 for the same reason as Concept 6.
- **Concept 9. M and Wisconsin – Foggy Bottom / Farragut Square (Whitehurst Freeway).** This concept does not meet Criterion 2 because buses would have to double back to access M Street and Wisconsin Avenue from the Whitehurst Freeway, creating a circuitous route inconsistent with priority service.

### 2.5.2.2 Hospital Bus Transit Concepts

Two of the four hospital bus transit concepts were eliminated for the following reasons:

- **Concept A. Hospital – Dupont Circle.** This concept does not meet Criterion 2 because it would use P Street and Q Street to provide connections to Dupont Circle. The residential nature of these corridors would present significant challenges for priority operations.
- **Concept C. Hospital – Rosslyn (Foxhall Road).** This concept does not meet Criterion 2 because it is similar to Concept B but 0.5 mile longer and would constitute a circuitous route relative to that concept.

### 2.5.2.3 Gondola Transit Concepts

All but four of the 26 gondola concepts were eliminated for the following reasons:

- **Concepts G1, G4, G13-G22, and G25-26.** These concepts do not meet Criterion 1 because they would require the construction of angle stations.
- **Concepts G7-G9.** These concepts do not meet Criterion 1 because they would require the construction of angle stations. Additionally, they do not meet Criterion 4 because they would make use of Francis Scott Key Park for the gondola line's Georgetown terminus. While the exact footprint of the concepts at that location has not been determined, it is likely to be large enough to permanently compromise the characteristics of the park and its benefits to the community.
- **Concepts G10-12.** These concepts do not meet Criterion 1 because they would require the construction of angle stations. Additionally, they do not meet Criterion 4 because they would make use of the Aqueduct Foundation site, a historic property managed by the National Park Service, on which construction of the concepts would

likely destroy or damage in a manner that would permanently compromise its historic integrity.

- **Concept G23-24.** These concepts do not meet Criterion 1 because they would require the construction of angle stations. Additionally, they do not meet Criterion 4 because they would make use of Washington Circle, a contributing element to the historic L'Enfant Plan, in a manner that would likely permanently compromise its historic integrity.

### 2.5.3 Concepts Retained for Further Evaluation

The concepts that meet all screening criteria and were retained for further evaluation are the following:

- Core Bus Transit Concepts:
  - Concept 1. Rosslyn to Potential Transit Hub.
  - Concept 2. Rosslyn to Dupont Circle.
  - Concept 3. Potential Transit Hub to Dupont Circle.
  - Concept 4. Rosslyn to Foggy Bottom / Farragut Square (Pennsylvania Avenue).
  - Concept 5. Potential Transit Hub to Foggy Bottom / Farragut Square (Pennsylvania Avenue).
  - Concept 8. Potential Transit Hub to Foggy Bottom / Farragut Square (Whitehurst Freeway).
  - Concept 10. Rosslyn to Farragut Square (Whitehurst Freeway).
- Hospital Bus Transit Concepts:
  - Concept B. Hospital to Rosslyn (Wisconsin Avenue).
  - Concept D. Hospital to Foggy Bottom / Farragut Square.
- Gondola Transit Concepts:
  - Concept G2. Potential Transit Hub to North Moore Street
  - Concept G3. Potential Transit Hub to North Lynn Street
  - Concept G5. Georgetown Car Barn to Moore Street
  - Concept G6. Georgetown Car Barn to Lynn Street

## 2.6 Concept Refinement

Elements of the retained concepts were refined to support the next step of the concept development and evaluation process. The refinements applied primarily to the bus transit

concepts, as at this stage, the gondola concepts could continue to be assessed based on their alignment and the information presented in the 2016 Feasibility Study.

The following bus concepts elements were refined:

- **Dedicated Lanes.** For each retained concept, the potential location and extent of dedicated lanes were defined, based on observable operational and physical infrastructure constraints. Further traffic and operational analysis would be required to determine the exact location and extent of those lanes.
- **Station Locations.** For each retained concept, as appropriate, potential station locations were identified. Because the purpose of the concepts is to enable faster transit connections to Georgetown, potential stops were minimized. For the concepts serving the K Street corridor that would enter a dedicated facility west of Washington Circle, such as Concepts 8 and 10, no stop would be provided at Washington Circle/Foggy Bottom Metrorail.

These refinements are described for each bus concept in **Table 2-6** to **Table 2-14**.

Table 2-6. Concept 1. Rosslyn to Potential Transit Hub

Element	Description
Potential Dedicated Infrastructure	<p><b>Key Bridge and N. Lynn Street/Fort Myer Drive</b></p> <ul style="list-style-type: none"> <li>• Southbound (SB): Outside lane from start of three-lane section to Langston Boulevard</li> <li>• Northbound (NB): Curb lane on N. Lynn Street to north intersection with Langston Boulevard</li> </ul>
Total Length of Corridor	0.78 mile SB 0.71 mile NB
Length of Potential Dedicated Infrastructure	0.34 mile SB 0.18 mile NB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub/Rosslyn Metrorail Station</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul>



Table 2-7. Concept 2. Rosslyn to Dupont Circle

Element	Description
Potential Dedicated Infrastructure	<p><b>Key Bridge and N. Lynn Street/Fort Myer Drive</b></p> <ul style="list-style-type: none"> <li>• SB: Outside lane from start of three-lane section to Langston Boulevard</li> <li>• NB: Curb lane on N. Lynn Street to Whitehurst Freeway ramp (BAT)<sup>23</sup></li> </ul> <p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34<sup>th</sup> Street to New Hampshire Avenue</li> <li>• EB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> </ul> <p><b>L Street</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from Pennsylvania Avenue to 23<sup>rd</sup> Street</li> </ul> <p><b>New Hampshire Avenue</b></p> <ul style="list-style-type: none"> <li>• SB: Curb lane from O Street to M Street in existing bicycle/parking lane</li> <li>• NB: Curb lane from L Street to O Street in existing bicycle/parking lane</li> </ul>
Total Length of Corridor	<p>2.16 miles SB/Westbound (WB) 2.15 miles NB/Eastbound (EB)</p>
Length of Potential Dedicated Infrastructure	<p>1.77 miles SB/WB 1.93 miles NB/EB</p>
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station/Dupont Circle Metrorail Station</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• M Street/Pennsylvania Avenue</li> </ul>

<sup>23</sup> Business and transit (BAT) lanes are lanes used for both buses and right-turning vehicles.

Table 2-8. Concept 3. Potential Transit Hub to Dupont Circle

Element	Description
Potential Dedicated Infrastructure	<p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34th Street to New Hampshire Avenue</li> <li>• EB: Curb lane from 34th Street to Pennsylvania Avenue</li> </ul> <p><b>L Street</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from Pennsylvania Avenue to 23rd Street</li> </ul> <p><b>New Hampshire Avenue</b></p> <ul style="list-style-type: none"> <li>• SB: Curb lane from O Street to M Street in existing bicycle/parking lane</li> <li>• NB: Curb lane from L Street to O Street in existing bicycle/parking lane</li> </ul>
Total Length of Corridor	<p>1.52 miles SB/WB 1.60 miles NB/EB</p>
Length of Potential Dedicated Infrastructure	<p>1.38 miles SB/WB 1.37 miles NB/EB</p>
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub/Dupont Circle Metrorail Station</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• M Street/Pennsylvania Avenue</li> </ul>

Table 2-9. Concept 4. Rosslyn to Foggy Bottom / Farragut Square (Pennsylvania Avenue)

Element	Description
Potential Dedicated Infrastructure	<p><b>Key Bridge and N. Lynn Street/Fort Myer Drive</b></p> <ul style="list-style-type: none"> <li>• SB: Outside lane from start of three-lane section to Langston Boulevard</li> <li>• NB: Curb lane on N. Lynn Street to Whitehurst Freeway ramp (BAT)</li> </ul> <p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> <li>• EB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> </ul> <p><b>Pennsylvania Ave</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from M Street to 24<sup>th</sup> Street</li> <li>• WB: Curb lane from M Street to 24<sup>th</sup> Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> <li>• WB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> </ul>
Total Length of Corridor	2.28 miles NB/EB 2.37 miles SB/WB
Length of Potential Dedicated Infrastructure	1.67 miles NB/EB 1.50 miles SB/WB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• M Street/Pennsylvania Avenue</li> <li>• Washington Circle</li> </ul>

Table 2-10. Concept 5. Potential Transit Hub to Foggy Bottom / Farragut Square (Pennsylvania Avenue)

Element	Description
Potential Dedicated Infrastructure	<p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> <li>• EB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> </ul> <p><b>Pennsylvania Avenue</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from M Street to 24<sup>th</sup> Street</li> <li>• WB: Curb lane from M Street to 24<sup>th</sup> Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> <li>• WB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> </ul>
Total Length of Corridor	<p>1.73 miles NB/EB 1.73 miles SB/WB</p>
Length of Potential Dedicated Infrastructure	<p>1.12 miles NB/EB 1.12 miles SB/WB</p>
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• M Street/Pennsylvania Avenue</li> <li>• Washington Circle</li> </ul>

Table 2-11. Concept 8. Potential Transit Hub to Foggy Bottom / Farragut Square (Whitehurst Freeway)

Element	Description
Potential Dedicated Infrastructure	<p><b>Whitehurst Freeway</b></p> <ul style="list-style-type: none"> <li>• WB: Outside lane from 30<sup>th</sup> Street to M Street</li> <li>• EB: Outside lane from 30<sup>th</sup> Street to M Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: Outside lane from 26<sup>th</sup> Street to Farragut Square/K Street Transitway from 21<sup>st</sup> Street to Farragut Square</li> <li>• WB: Outside lane from 26<sup>th</sup> Street to Farragut Square/K Street Transitway from 21<sup>st</sup> Street to Farragut Square</li> </ul>
Total Length of Corridor	<p>1.74 miles NB/EB 1.74 miles SB/WB</p>
Length of Potential Dedicated Infrastructure	<p>1.47 miles NB/EB 1.47 miles SB/WB</p>
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul>

Table 2-12. Concept 10. Rosslyn to Foggy Bottom / Farragut Square (Whitehurst Freeway)

Element	Description
Potential Dedicated Infrastructure	<p><b>Key Bridge and N. Lynn Street/Fort Myer Drive</b></p> <ul style="list-style-type: none"> <li>• SB: Outside lane from start of three-lane section to Langston Boulevard</li> <li>• NB: Curb lane on N. Lynn Street to north Langston Boulevard intersection</li> </ul> <p><b>Whitehurst Freeway</b></p> <ul style="list-style-type: none"> <li>• WB: Outside lane from 30<sup>th</sup> Street to M Street</li> <li>• EB: Outside lane from 30<sup>th</sup> Street to M Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: Outside lane from 26<sup>th</sup> Street to Farragut Square/K Street Transitway from 21<sup>st</sup> Street to Farragut Square</li> <li>• WB: Outside lane from 26<sup>th</sup> Street to Farragut Square/K Street Transitway from 21<sup>st</sup> Street to Farragut Square</li> </ul>
Total Length of Corridor	2.45 miles NB/EB 2.48 miles SB/WB
Length of Potential Dedicated Infrastructure	1.65 miles NB/EB 1.82 miles SB/WB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub</li> </ul>

Table 2-13. Concept B. Hospital to Rosslyn (Wisconsin Ave)

Element	Description
Potential Dedicated Infrastructure	<p><b>Key Bridge and N. Lynn Street/Fort Myer Drive</b></p> <ul style="list-style-type: none"> <li>• SB: Outside lane from start of three-lane section to Langston Boulevard</li> <li>• NB: Curb lane on N. Lynn Street to Whitehurst Freeway ramp (BAT)</li> </ul> <p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34<sup>th</sup> Street to Wisconsin Avenue</li> <li>• EB: Curb lane from 34<sup>th</sup> Street to Wisconsin Avenue</li> </ul> <p><b>Wisconsin Avenue</b></p> <ul style="list-style-type: none"> <li>• SB: Curb lane from Reservoir Road to M Street</li> <li>• NB: Curb lane from Reservoir Road to M Street</li> </ul> <p><b>Reservoir Road</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 39<sup>th</sup> Street to 35th Street</li> <li>• EB: Curb lane from 39<sup>th</sup> Street to 35th Street</li> </ul>
Total Length of Corridor	2.04 miles NB/EB 2.13 miles SB/WB
Length of Potential Dedicated Infrastructure	1.71 miles NB/EB 1.53 miles SB/WB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Medstar Georgetown University Hospital/Rosslyn Metrorail Station</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> </ul>

Table 2-14. Concept D. Hospital to Foggy Bottom / Farragut Square

Element	Description
Potential Dedicated Infrastructure	<p><b>Pennsylvania Avenue</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from M Street to 24<sup>th</sup> Street</li> <li>• WB: Curb lane from M Street to 24<sup>th</sup> Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> <li>• WB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> </ul> <p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from Wisconsin Avenue to Pennsylvania Avenue</li> <li>• EB: Curb lane from Wisconsin Avenue to Pennsylvania Avenue</li> </ul> <p><b>Wisconsin Avenue</b></p> <ul style="list-style-type: none"> <li>• SB: Curb lane from Reservoir Road to M Street</li> <li>• NB: Curb lane from Reservoir Road to M Street</li> </ul> <p><b>Reservoir Road</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 39<sup>th</sup> Street to 35<sup>th</sup> Street</li> <li>• EB: Curb lane from 39<sup>th</sup> Street to 35<sup>th</sup> Street</li> </ul>
Total Length of Corridor	2.42 miles NB/EB 2.42 miles SB/WB
Length of Potential Dedicated Infrastructure	1.74 miles NB/EB 1.74 miles SB/WB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Medstar Georgetown University Hospital/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• Washington Circle</li> </ul>

## 2.7 Measures of Effectiveness

The MOEs are intended to evaluate, at a high-level, the relative performance of each of the retained concepts with respect to the Purpose and Need. This evaluation resulted in a ranking of the retained concepts that informed the identification of a reasonable range of preliminary alternatives.

Like the screening criteria, the MOEs were developed primarily from the Purpose and Need. In addition, the MOEs also incorporate technical and regulatory feasibility considerations that may be pertinent to defining the reasonable range of alternatives.

**Table 2-15** shows the MOEs developed by the Partnership, along with the Purpose and Need element or feasibility consideration from which they were derived. **Sections 2.7.1 through 2.7.9** explain the rationale for each MOE and the approach used to evaluate the performance of each retained concept for this MOE.



Table 2-15. Measures of Effectiveness Summary

No.	Element/Consideration	MOE
<b>Purpose and Need Elements</b>		
1.	Although Georgetown is a major employment center, it does not have a Metrorail station...	What percentage of jobs in Georgetown are within ¼ mile of the retained concept?
2.		As measured from the nearest stop, how close does the retained concept come to the "core"?
3.	Existing connections between Georgetown and regional rapid transit are suboptimal, as they must compete with automobile traffic; this condition encourages workers, students, residents, and visitors to rely on cars to travel to or from Georgetown, further exacerbating congestion and parking issues.	What percentage of the retained concept could accommodate dedicated lanes/infrastructure?
4.		By how much would the retained concept increase the 30-minute transit shed?
5.		How would the retained concept decrease anticipated travel time variability?
6	<p>This makes traveling to Georgetown burdensome and inequitable for workers who do not have access to reliable personal automobiles ....</p> <p>The limitations of existing connections to regional transit make it difficult for residents of, and visitors to, the District of Columbia (the District) and the greater Washington Metropolitan Area who do not have cars or prefer not to drive to benefit from the employment, recreational, shopping, and dining opportunities offered by Georgetown.</p>	By how much would the retained concept increase the 30-minute transit shed for EEA residents?
7.	Improved non-auto transportation options are critical for meeting the District of Columbia's greenhouse gas reduction goals.	What opportunities does the retained concept provide for pedestrian and bicycle enhancements in concert with the other elements of the concept?
<b>Feasibility Considerations</b>		
8.	Regulatory Complexity	How complex is the retained concept's regulatory path?
9.	Constructability	Would the retained concept involve technical challenges that could result in construction costs or a construction duration of an extraordinary magnitude?

## 2.7.1 Measure of Effectiveness 1

This MOE addresses the following Purpose and Need element:

*“Although Georgetown is a major employment center, it does not have a Metrorail station...”*

Identifying solutions to improve transit access to jobs in Georgetown is a main goal of the present study; connecting jobs to transit is a key element toward Georgetown’s success as a major employment center. Therefore, any potential solution should optimize the number of jobs it provides access to. The MOE is:

- ***What percentage of jobs in Georgetown are within ¼ mile of the retained concept?***

A quarter-mile radius was selected because it is a common transit planning standard used regionally and nationally.<sup>24</sup> It is also appropriate given the size of the study area (roughly 1 mile from east to west and 0.75 mile from south to north).

How a concept performs under this MOE was evaluated by using GIS to calculate what percentage of the jobs mapped in **Figure 2-1** above would fall within ¼ mile of each of the stops assumed to be served along the route. A higher percentage indicates a better performance.

## 2.7.2 Measure of Effectiveness 2

This MOE addresses the same Purpose and Need element as MOE 1 and complements it. As explained in **Section 2.3.2.2** above, the core represents the weighted geographic center of Georgetown’s activity as an employment center. Concepts should provide access to the core or as close to it as possible. Therefore, the MOE is:

- ***As measured from the nearest stop, how close does the retained concept come to the core?***

How a concept performs under this MOE was evaluated by using GIS to calculate the shortest walking distance from the concept’s nearest stop to the core. A shorter distance indicates a better performance.

## 2.7.3 Measure of Effectiveness 3

This MOE addresses the following Purpose and Need element:

*“Existing connections between Georgetown and regional rapid transit are suboptimal, as they must compete with automobile traffic; this condition encourages workers, students, residents, and visitors to rely on cars to travel to or from Georgetown, further exacerbating congestion and parking issues.”*

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<sup>24</sup> See, for example, the following literature review conducted by the Fairfax County Planning Commission: [“Walking Distance Research.”](#) Accessed on June 2, 2022.

As explained in **Section 2.3.2.3** above, dedicated infrastructure is a fundamental element of any concept that would prevent transit speed and reliability from being adversely impacted by traffic congestion. Dedicated right-of-way helps transit avoid delays from automobile traffic. Therefore, concepts should include as much dedicated right-of-way as possible. The MOE is:

- ***What percentage of the retained concept could accommodate dedicated lanes or infrastructure?***

How a concept performs under this MOE was evaluated by conducting a high-level review of available right-of-way along the route of each concept and delineating the portions within which dedicated lanes or infrastructure could be provided. This was done as part of the concept refinement step described in **Section 2.6**. A higher percentage of the concept's length being potentially available for dedicated infrastructure indicates a better performance.

#### 2.7.4 Measure of Effectiveness 4

This MOE addresses the same Purpose and Need element as MOE 3. A key indicator of the current limitation of existing connections between Georgetown and Metrorail is the small size of the 30-minute transit shed.<sup>25</sup> To meet the Purpose and Need, the transit shed to Georgetown must be increased as much as possible. Therefore, the MOE is:

- ***By how much would the retained concept increase the 30-minute transit shed?***

How a concept performs under this MOE was evaluated by modeling and mapping the 30-minute travel shed for this concept and using Census data to calculate how many households would be added to the transit shed by the concept. A higher number indicates a better performance.

#### 2.7.5 Measure of Effectiveness 5

This MOE addresses the same Purpose and Need element as MOE 3. An important reason that existing transit conditions between Georgetown and Metrorail are suboptimal is that due to automobile traffic and congestion, transit travel times are unreliable. Concepts must be able to improve reliability. Therefore, the MOE is:

- ***How would the retained concept decrease anticipated travel time variability?***

How a concept performs under this MOE was evaluated through a qualitative assessment of the potential of the concept to reduce travel time variations based on the amount of dedicated right-of-way the concept could accommodate. Greater potential indicates a better performance.

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<sup>25</sup> As noted above, The 30-minute transit shed is used as a benchmark in this study because it is the average commuting time for workers in the District.

## 2.7.6 Measure of Effectiveness 6

This MOE addresses the following Purpose and Need element:

*"This makes traveling to Georgetown burdensome and inequitable for workers who do not have access to reliable personal automobiles .... The limitations of existing connections to regional transit make it difficult for residents of, and visitors to, the District of Columbia (the District) and the greater Washington Metropolitan Area who do not have cars or prefer not to drive to benefit from the employment, recreational, shopping, and dining opportunities offered by Georgetown."*

Ensuring equitable access to jobs in Georgetown is another main goal of this study. To do so, concepts must address conditions that make traveling to Georgetown burdensome for lower-income workers. A minimal condition for this is to facilitate access by residents from under-connected EEAs presently outside the 30-minute transit shed. Therefore, concepts should maximize the amount of EEA within the 30-minute transit shed and the MOE is:

- ***By how much would the retained concept increase the 30-minute transit shed for EEA residents?***

How a concept performs under this MOE was evaluated by modeling the increase in the 30-minute transit shed for each concept (see MOE 4) and calculating how many EEA households would be added to the concept's transit shed. A higher number indicates a better performance.

## 2.7.7 Measure of Effectiveness 7

This MOE addresses the following Purpose and Need element:

*"Improved non-auto transportation options are critical for meeting the District of Columbia's greenhouse gas reduction goals."*

Dense and safe pedestrian and bicycle infrastructure networks are essential to the success of non-auto transportation options and associated reduction in emissions from motor vehicles. As explained in **Section 2.3.1**, no concepts consisting only of pedestrian and bicycle access improvements could meet the Purpose and Need for this study. However, as much as possible, concepts should leave room for pedestrian and bicycle improvements and minimize the need to convert pedestrian and bicycle facilities to vehicular uses, including bus transit uses. to enhance the connection between Georgetown and Metrorail. Therefore, the MOE is:

- ***What opportunities does the retained concept provide for pedestrian and bicycle enhancements in concert with the other elements of the concept?***

How a concept performs under this MOE was evaluated through a high-level assessment of what opportunities the concept offers for pedestrian and bicycle improvements, or, conversely, whether the concept may have adverse impacts on existing pedestrian and bicycle facilities. More opportunities and fewer adverse impacts indicate a better performance.

## 2.7.8 Measure of Effectiveness 8

This MOE addresses feasibility. Any concept must be able to meet applicable regulatory requirements and obtain required permits. While determining which concepts have a viable regulatory path and which do not cannot be fully established at this early stage, the relative complexity and risk of the regulatory process for each can be estimated. Therefore, the MOE is:

- ***How complex is the retained concept's regulatory path?***

How a concept performs under this MOE was evaluated through a high-level review of the regulatory requirements the concept can be anticipated to face. Factors considered include whether the concept could be constructed only with local money and approvals; whether it would require one or more federal actions triggering NEPA; how many agencies, including federal, state (or District), and local would have to be involved; or whether the concept is likely to have significant effects on protected resources such as historic properties, parkland, or surface waters and wetlands. Lower complexity indicates a better performance under this MOE.

## 2.7.9 Measure of Effectiveness 9

This MOE also addresses feasibility. Any concept must be constructible from both a technical and financial standpoint. While many technical challenges can be overcome, this generally increases both construction duration and cost while construction costs need to remain within what is reasonable based on the benefits to be derived from the project. Therefore, the MOE is:

- ***Would the retained concept involve technical challenges that could result in construction costs or construction duration of an extraordinary magnitude?***

How a concept performs under this MOE was evaluated qualitatively based on anticipated construction complexity. "Extraordinary magnitude" in the present context refers to a duration and cost that can be anticipated to be well above those associated with projects of comparable scope and anticipated benefits.

## 2.8 Assessment of the Retained Concepts

This section presents the results of the evaluation of the retained concepts against the MOEs. The MOEs are both quantitative and qualitative. Both types of MOEs are addressed separately. The assessment process consisted of the following steps:

- First, the retained concepts were assessed and ranked based on the quantitative MOE (**Section 2.8.1**).
- The ranked concepts were then screened to eliminate poorly performing, redundant ones (**Section 2.8.2**).

- The remaining concepts were assessed and screened based on the qualitative MOE (Section 2.8.3).

## 2.8.1 Quantitative MOE Evaluation and Ranking

**Table 2-16** shows the results of the quantitative MOE evaluation for each retained concept. The evaluation was conducted as described in **Section 2.7** above.

Table 2-16. Quantitative Measures of Effectiveness Evaluation Results

Retained Concepts	Quantitative MOE				
	1	2	3	4	6
	% of jobs within ¼ mile	Distance from core	% of dedicated infrastructure	Transit shed increase in number of households (HH) <sup>1</sup>	EEA transit shed increase in number of HH <sup>1</sup>
<b>1</b>	21%	0.31 mile	35%	0/5143/1806	0/722/0
<b>2</b>	58%	0.21 mile	86%	5098/0/1197	412/0/0
<b>3</b>	74%	0.21 mile	88%	4739/1282/0	143/1/0
<b>4</b>	58%	0.21 mile	68%	7233/40/574	2797/0/0
<b>5</b>	74%	0.21 mile	64%	10764/13551/393	5346/7363/21
<b>8</b>	21%	0.31 mile	85%	0/176/0	0/86/0
<b>10</b>	21%	0.31 mile	71%	0/9608/1386	0/1659/0
<b>B</b>	66%	0.21 mile	78%	0/0/21731	0/0/1269
<b>D</b>	74%	0.21 mile	72%	5857/0/29916	3332/0/5475
<b>G2</b>	21%	0.31 mile	100%	0/22404/6337	0/5014/188
<b>G3</b>	21%	0.31 mile	100%	0/22404/6337	0/5014/188
<b>G5</b>	21%	0.30 mile	100%	0/22404/6337	0/5014/188
<b>G6</b>	21%	0.30 mile	100%	0/22404/6337	0/5014/188

1. Increase of the 30 minute transit shed was calculated for three destinations: the Georgetown core as defined in this study, Georgetown University, and the MedStar Georgetown University Hospital. Data are presented in the following order: Georgetown core/Georgetown University/Hospital.

The retained concepts were then ranked according to their performance under the quantitative MOEs. Ranking was conducted as follows:

- Each retained concept was assigned a rank of 1 to 4 in order of performance, from the top quartile of the results (Rank 1, best) to the bottom quartile of the results (Rank 4, worst).<sup>26</sup>
- For each retained concept, the rankings were then summed up to generate a cumulative score.

<sup>26</sup> For MOEs 4 and 6, the following preliminary steps were involved: each concept was assigned a score for each destination, from 1 for the highest HH number (best score) down to 4 for the lowest HH number for that destination; the three scores were then added to generate a cumulative score for the concept. The percentile-based ranking was done using these combined scores.

**Table 2-17** shows the results of the ranking process. A lower score indicates a better performance.

Table 2-17. Quantitative Measures of Effectiveness Ranking Results

Retained Concepts	Quantitative MOE Ranking					Cumulative Score
	1	2	3	4	6	
	% of jobs within ¼ mile	Distance from core	% of dedicated infrastructure	Transit shed increase in number of HH	EEA transit shed increase in number of HH	
<b>1</b>	4	2	3	2	3	<b>14</b>
<b>2</b>	2	1	1	3	3	<b>10</b>
<b>3</b>	2	1	1	2	2	<b>8</b>
<b>4</b>	2	1	2	2	2	<b>9</b>
<b>5</b>	2	1	2	1	1	<b>7</b>
<b>8</b>	4	2	1	4	3	<b>14</b>
<b>10</b>	4	2	2	2	2	<b>12</b>
<b>B</b>	2	1	1	3	2	<b>9</b>
<b>D</b>	2	1	2	1	1	<b>7</b>
<b>G2</b>	4	2	1	1	1	<b>9</b>
<b>G3</b>	4	2	1	1	1	<b>9</b>
<b>G5</b>	4	2	1	1	1	<b>9</b>
<b>G6</b>	4	2	1	1	1	<b>9</b>

## 2.8.2 Quantitative MOE Screening

Quantitative MOE screening was then conducted to determine whether any concepts should be eliminated based on their cumulative score. To perform this step, the following factors were considered sequentially: (1) the concept’s cumulative score and (2) whether the concept would contribute an element that is not included in another, better performing concept. Concepts that combine poorer performance (shown by a higher score in **Table 2-17**) and a lack of original elements were dismissed from further consideration at this stage.

For the purposes of this analysis, “element” meant either one of the route segments or one of the transportation modes (bus or gondola) that, in various combination, make up the concepts (see **Table 2-18**). The purpose of screening is to define which concepts may be included in a future reasonable range of alternatives. The definition of a reasonable range of alternatives does not require that all possible combinations of the elements be considered; instead, it is sufficient that collectively, the alternatives include every element at least once. Eliminating concepts that would not perform as well as the other concepts while contributing no distinct element helps define a reasonable range of alternatives that is both sufficient in scope and manageable in size.

**Table 2-18** shows the retained concepts in order of performance, from highest ranking to lowest ranking. For each concept, the table also indicates whether the concept would contribute one or more elements not already provided by better or similarly ranked concepts, and what those elements are. A discussion of which concepts were eliminated through this assessment and why follows the table.

Table 2-18. Quantitative Measures of Effectiveness Screening

Concept	Score	Element															
		Rosslyn Metro	Key Bridge	Dupont Circle Metro	Farragut North/West Metro	Foggy Bottom Metro	New Hampshire Avenue	M Street	L Street	Pennsylvania Avenue	K Street	Whitehurst Freeway	Potential Transit Hub	Wisconsin Avenue /Reservoir Road	MedStar Hospital	Bus Mode	Gondola Mode
Concept 5	7				✓	✓		✓ <sup>1</sup>		✓	✓		✓			✓	
Concept D	7													✓	✓		
Concept 3	8			✓			✓	✓ <sup>2</sup>	✓								
Concepts G2-G6	9	✓															✓
Concept 4	9		✓														
Concept B	9																
Concept 2	10																
Concept 10	12											✓					
Concept 1	14																
Concept 8	14																

1. West of Pennsylvania Avenue.

2. East of Pennsylvania Avenue.



As **Table 2-18** shows, there are four concepts that do not contribute any elements not already contributed by higher-scored concepts: Concepts B, 2, 1, and 8. Therefore, these concepts were eliminated from further consideration.

Additionally, there are two concepts that contribute only one element each not already contributed by better-scored concepts: Concept 4 and Concept 10. While Concept 4 does not include the element contributed by Concept 10 (the Whitehurst Freeway), Concept 10 includes the element contributed by Concept 4 (Key Bridge). Therefore, although Concept 10 ranks lower than Concept 4, it was retained, and Concept 4 was eliminated to minimize redundancies among the future alternatives.

Following the quantitative MOE screening, the remaining concepts were assessed based on the qualitative MOEs.

## 2.8.3 Qualitative Assessment

### 2.8.3.1 Concept 3. Potential Transit Hub to Dupont Circle

#### Measure of Effectiveness 5 (Decrease in Travel Time Variability)

Travel time variability (TTV) for this corridor today is approximately 7 minutes. The potential level of dedication (88%) could eliminate a substantial part of this variability, but some would remain.

#### Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)

Potential pedestrian and bicycle infrastructure complementary to Concept 3 could include vertical circulation elements from M Street to Prospect Street at the potential Transit Hub and safety improvements along M Street and the rest of the route.

However, construction of dedicated bus infrastructure on New Hampshire Avenue would require the removal of existing bicycle lanes.

#### Measure of Effectiveness 8 (Regulatory Complexity)

Elements of regulatory complexity applicable to Concept 3 include addressing potential effects to the Georgetown Historic District as a historic property and a National Historic Landmark as well as other historic resources along the corridor, though there is a low likelihood of adverse effects as the concept would make use of existing rights-of-way and would not be likely to introduce major new and unusual elements in the cityscape. The type of bus lane project envisioned by Concept 3 may not require using federal funds; however, the District Department of Transportation (DDOT) may elect to do so. The site of the potential Transit Hub would need to be acquired (the District has appropriated funds for the acquisition in a different context). Review or approval by NCPC and CFA/OGB likely would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Concept 3 involves standard transit infrastructure (bus lanes, bus stations) that are not anticipated to present unusual technical challenges or to be unusually costly relative to similar projects.

### **2.8.3.2 Concept 5. Potential Transit Hub to Foggy Bottom / Farragut Square (Pennsylvania Avenue)**

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 5 to 8.5 minutes. The potential level of dedication (64%) could eliminate a portion of this variability.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Potential pedestrian and bicycle infrastructure complementary to Concept 5 could include vertical circulation elements from M Street to Prospect Street at the potential Transit Hub as well as dedicated bicycle lanes on Pennsylvania Avenue between M Street and Washington Circle. There may also be opportunities for safety improvements along the rest of the route.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept 5 include addressing potential effects to the Georgetown Historic District as a historic property and National Historic Landmark as well as other historic resources along the corridor, though there is a low likelihood of adverse effects as the concept would make use of existing rights-of-way and would not introduce new and unusual elements in the cityscape. The type of bus lane project envisioned by Concept 5 may not require using federal funds; however, DDOT may elect to do so. The site of the potential Transit Hub would need to be acquired (the District has appropriated funds for the acquisition in a different context). Review or approval by NCPC and CFA/OGB likely would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Concept 5 involves standard transit infrastructure (bus lanes, bus stations) that are not anticipated to present unusual technical challenges or to be unusually costly relative to similar projects.

### **2.8.3.3 Concept 10. Rosslyn to Foggy Bottom / Farragut Square (Whitehurst Freeway)**

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 8.5 minutes. The potential level of dedication (71%) could eliminate a substantial part of this variability, but some would remain.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Potential pedestrian and bicycle infrastructure complementary to Concept 10 could include safety improvements on the Key Bridge at the Whitehurst off-ramp and vertical circulation

elements from M Street to Prospect Street at the potential Transit Hub. There may also be opportunities for safety improvements along the rest of the route.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept 10 include the need for coordination and decision-making across different jurisdictions (District, Virginia, Arlington County). Potential effects to the Key Bridge as a historic property and National Historic Landmark as well as to other historic resources along the corridor would need to be addressed though there is a low likelihood of adverse effects as the concept would make use of existing rights-of-way and would not introduce new and unusual elements in the cityscape. The type of bus lane project envisioned by Concept 10 may not require using federal funds; however, DDOT or Arlington County may elect to do so. Review or approval by NCPC and CFA/OGB likely would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Much of Concept 10 involves standard transit infrastructure (bus lanes, bus stations) that are not anticipated to present unusual technical challenges or to be unusually costly relative to similar projects. However, constructing dedicated bus lanes on the Whitehurst Freeway, an elevated expressway, may add to the complexity of this concept. The combination of dedicated lanes and merging traffic at both ends of the Freeway may create operational issues that are difficult to resolve.

### **2.8.3.4 Concept D. Hospital to Foggy Bottom / Farragut Square**

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 6 to 7.5 minutes. The potential level of dedication (78%) could eliminate a substantial part of this variability, but some would remain.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Potential pedestrian and bicycle infrastructure complementary to Concept D could include dedicated bicycle lanes on Pennsylvania Avenue between M Street and Washington Circle. There may also be opportunities for safety improvements along the rest of the route.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept D include addressing potential effects to the Georgetown Historic District as a historic property and National Historic Landmark as well as other historic resources along the corridor, though there is a low likelihood of adverse effects as the concept would make use of existing rights-of-way and would not introduce new and unusual elements in the cityscape. The type of bus lane project envisioned by Concept D may not require using federal funds; however, DDOT may elect to do so. Review or approval by NCPC and CFA/OGB likely would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Concept D involves standard transit infrastructure (bus lanes, bus stations) that are not anticipated to present unusual technical challenges or to be unusually costly relative to similar projects.

### **2.8.3.5 Concept G2. Potential Transit Hub to N. Moore Street**

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 6 minutes. An aerial gondola system can be anticipated to eliminate any TTV most of the time. Maintenance needs or weather conditions may result in occasional interruptions of service, but those interruptions would generally be predictable, allowing users to make alternative plans.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Bicycles would be allowed on the gondola system, though this would require dismounting, as in Metrorail. Additional pedestrian and bicycle infrastructure complementary to Concept G2 could include a pedestrian/bicycle trail on a bridge underneath the gondola system and connecting the Custis Trail and Capital Crescent/C&O Canal trails. Vertical circulation elements from M Street to Prospect Street at the potential Transit Hub could also be considered.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept G2 include the need for coordination and decision-making across different jurisdictions (District, Virginia, Arlington County). Potential effects to the Key Bridge and the Georgetown Historic District as historic properties and National Historic Landmarks, as well as to other historic resources along or near the corridor would need to be addressed. Physical and visual adverse effects are likely to result from the concept, and avoidance, minimization, and mitigation measures would have to be considered in coordination with the state historic preservation officers of both jurisdictions and other relevant stakeholders, including the National Park Service. Any in-water construction would require permitting from the US Army Corps of Engineers, among other agencies. Permitting and right-of-way or air rights acquisition would likely require federal actions by multiple agencies. The site of the potential Transit Hub would need to be acquired (the District has appropriated funds for the acquisition in a different context). Review or approval by NCPC and CFA/OGB would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Urban gondola systems have been constructed nationally and internationally and construction approaches and methods are well understood. Concept G2 would represent a new type of project in the National Capital Region, however. Therefore, procurement of a designer and construction contractor would likely have to be national in scope. The various regulatory requirements that would apply to the concept would also likely require creative design and construction solutions that would avoid or minimize impacts on sensitive

resources such as the Potomac River, the parkland on its shores, and the multiple historic resources in or near the corridor.

### **2.8.3.6 Concept G3. Potential Transit Hub to N. Lynn Street**

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 6 minutes. An aerial gondola system can be anticipated to eliminate any TTV most of the time. Maintenance needs or weather conditions may result in occasional interruptions of service, but those interruptions would generally be predictable, allowing users to make alternative plans.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Bicycles would be allowed on the gondola system, though this would require dismounting, as in Metrorail. Additional pedestrian and bicycle infrastructure complementary to Concept G3 could include a pedestrian/bicycle trail on a bridge underneath the gondola system and connecting the Custis Trail and Capital Crescent/C&O Canal trails. Vertical circulation elements from M Street to Prospect Street at the potential Transit Hub could also be considered.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept G3 include the need for coordination and decision-making across different jurisdictions (District, Virginia, Arlington County). Potential effects to the Key Bridge and the Georgetown Historic District as historic properties and National Historic Landmarks, as well as to other historic resources along or near the corridor would need to be addressed. Physical and visual adverse effects are likely to result from the concept, and avoidance, minimization, and mitigation measures would have to be considered in coordination with the state historic preservation officers of both jurisdictions and other relevant stakeholders, including the National Park Service. Any in-water construction would require permitting from the US Army Corps of Engineers, among other agencies. Permitting and right-of-way or air rights acquisition would likely require federal actions by multiple agencies. The site of the potential Transit Hub would need to be acquired (the District has appropriated funds for the acquisition in a different context). Review or approval by NCPC and CFA/OGB would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Urban gondola systems have been constructed nationally and internationally and construction approaches and methods are well understood. Concept G3 would represent a new type of project in the National Capital Region, however. Therefore, procurement of a designer and construction contractor would likely have to be national in scope. The various regulatory requirements that would apply to the concept would also likely require creative design and construction solutions that would avoid or minimize impacts on sensitive resources such as the Potomac River, the parkland on its shores, and the multiple historic resources in or near the corridor.

### 2.8.3.7 **Concept G5. Georgetown Car Barn to N. Moore Street**

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 6 minutes. An aerial gondola system can be anticipated to eliminate any TTV most of the time. Maintenance needs or weather conditions may result in occasional interruptions of service, but those interruptions would generally be predictable, allowing users to make alternative plans.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Bicycles would be allowed on the gondola system, though this would require dismounting, as in Metrorail. Additional pedestrian and bicycle infrastructure complementary to Concept G5 could include a pedestrian/bicycle trail on a bridge underneath the gondola system and connecting the Custis Trail and Capital Crescent/C&O Canal trails. Vertical circulation elements from M Street to Prospect Street at the potential Transit Hub could also be considered.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept G5 include the need for coordination and decision-making across different jurisdictions (District, Virginia, Arlington County). Potential effects to the Key Bridge as a historic property and the Georgetown Historic District as a historic property and a National Historic Landmark as well as to other historic resources along or near the corridor would need to be addressed. This would include effects to the Car Barn building, a historic property on or adjacent to which the gondola landing would be built. Physical and visual adverse effects are likely to result from the concept, and avoidance, minimization, and mitigation measures would have to be considered in coordination with the state historic preservation officers of both jurisdictions and other relevant stakeholders, including the National Park Service. Any in-water construction would require permitting from the US Army Corps of Engineers, among other agencies. Permitting and right-of-way or air rights acquisition would likely require federal actions by multiple agencies. The site of the potential Transit Hub would need to be acquired (the District has appropriated funds for the acquisition in a different context). Review or approval by NCPC and CFA/OGB would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Urban gondola systems have been constructed nationally and internationally and construction approaches and methods are well understood. Concept G5 would represent a new type of project in the National Capital Region, however. Therefore, procurement of a designer and construction contractor would likely have to be national in scope. The various regulatory requirements that would apply to the concept would also likely require creative design and construction solutions that would avoid or minimize impacts on sensitive resources such as the Potomac River, the parkland on its shores, and the multiple historic resources in or near the corridor.

### 2.8.3.8 Concept G6. Georgetown Car Barn to N. Lynn Street

#### **Measure of Effectiveness 5 (Decrease in Travel Time Variability)**

TTV for this corridor today is approximately 6 minutes. An aerial gondola system can be anticipated to eliminate any TTV most of the time. Maintenance needs or weather conditions may result in occasional interruptions of service, but those interruptions would generally be predictable, allowing users to make alternative plans.

#### **Measure of Effectiveness 7 (Opportunities for Pedestrian and bicycle enhancements)**

Bicycles would be allowed on the gondola system, though this would require dismounting, as in Metrorail. Additional pedestrian and bicycle infrastructure complementary to Concept G6 could include a pedestrian/bicycle trail on a bridge underneath the gondola system and connecting the Custis Trail and Capital Crescent/C&O Canal trails. Vertical circulation elements from M Street to Prospect Street at the potential Transit Hub could also be considered.

#### **Measure of Effectiveness 8 (Regulatory Complexity)**

Elements of regulatory complexity applicable to Concept G6 include the need for coordination and decision-making across different jurisdictions (District, Virginia, Arlington County). Potential effects to the Key Bridge and the Georgetown Historic District as historic properties and National Historic Landmarks, as well as to other historic resources along or near the corridor would need to be addressed. This would include effects to the Car Barn building, a historic property on or adjacent to which the gondola landing would be built. Physical and visual adverse effects are likely to result from the concept, and avoidance, minimization, and mitigation measures would have to be considered in coordination with the state historic preservation officers of both jurisdictions and other relevant stakeholders, including the National Park Service. Any in-water construction would require permitting from the US Army Corps of Engineers, among other agencies. Permitting and right-of-way or air rights acquisition would likely require federal actions by multiple agencies. The site of the potential Transit Hub would need to be acquired (the District has appropriated funds for the acquisition in a different context). Review or approval by NCPC and CFA/OGB would be required.

#### **Measure of Effectiveness 9 (Constructability)**

Urban gondola systems have been constructed nationally and internationally and construction approaches and methods are well understood. Concept G6 would represent a new type of project in the National Capital Region, however. Therefore, procurement of a designer and construction contractor would likely have to be national in scope. The various regulatory requirements that would apply to the concept would also likely require creative design and construction solutions that would avoid or minimize impacts on sensitive resources such as the Potomac River, the parkland on its shores, and the multiple historic resources in or near the corridor.



## 2.8.4 Qualitative MOE Screening

Upon review of the assessments presented in **Section 2.8.3**, the Partnership found that in general, all remaining concepts would perform similarly under the qualitative MOEs, with a partial exception. Concepts G5 and G6 could require substantial physical alteration to the Car Barn, a significant historic resource in Georgetown. This likely would increase the level of regulatory complexity for these two concepts relative to G3 and G4, which are similar in all other ways. Given this similarity, Concepts G5 and G6 were eliminated.<sup>27</sup>

**Table 2-17** shows concept rankings for each concept based on this approach. The purpose of the ranking is to help inform future decisions about which concepts to include into a potential reasonable range of alternatives (see **Section 2.9.3** below). It is not intended as a representation or measurement of the level of impacts each concept is anticipated to have on environmental and cultural resources. Detailed impact analysis will be performed at a later stage of the study.

## 2.8.5 Outcome of the Screening Process

Based on the screening process, the Partnership identified six concepts for further consideration as preliminary alternatives, as shown in **Table 2-19**.

Table 2-19. From Concepts to Preliminary Alternatives

Concept	Summary Description	Preliminary Alternative
<b>Concept 3</b>	Partially dedicated bus between Potential Transit Hub and Dupont Circle	<b>Alternative 1</b>
<b>Concept 5</b>	Partially dedicated bus between Potential Transit Hub and Farragut Square	<b>Alternative 2</b>
<b>Concept 10</b>	Partially dedicated bus between Rosslyn and Farragut Square	<b>Alternative 3</b>
<b>Concept D</b>	Partially dedicated bus between MedStar Georgetown University Hospital and Farragut Square	<b>Alternative 4</b>
<b>Concept G2</b>	Aerial gondola between Rosslyn (N. Moore Street) and Potential Transit Hub	<b>Alternative 5</b>
<b>Concept G3</b>	Aerial gondola between Rosslyn (N. Lynn Street) and Potential Transit Hub	<b>Alternative 6</b>

<sup>27</sup> See **Section 2.10.3** below for additional considerations.



## 2.9 Preliminary Range of Alternatives

The six preliminary alternatives are presented in Tables 2-20 through 2-25 and Figures 2-2 through 2-7.

Table 2-20. Alternative 1. Partially Dedicated Bus between Potential Transit Hub and Dupont Circle

Element <sup>1</sup>	Description <sup>1</sup>
Potential Dedicated Infrastructure	<p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34th Street to New Hampshire Avenue</li> <li>• EB: Curb lane from 34th Street to Pennsylvania Avenue</li> </ul> <p><b>L Street</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from Pennsylvania Avenue to 23rd Street</li> </ul> <p><b>New Hampshire Avenue</b></p> <ul style="list-style-type: none"> <li>• SB: Curb lane from O Street to M Street in existing bicycle/parking lane</li> <li>• NB: Curb lane from L Street to O Street in existing bicycle/parking lane</li> </ul>
Total Length of Corridor	1.52 miles SB/WB 1.60 miles NB/EB
Length of Potential Dedicated Infrastructure	1.38 miles SB/WB 1.37 miles NB/EB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub/Dupont Circle Metrorail Station</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• M Street/Pennsylvania Avenue</li> </ul>

1. Preliminary. May be modified or refined as planning continues.

Figure 2-2. Alternative 1. Partially Dedicated Bus between Potential Transit Hub and Dupont Circle



Table 2-21. Alternative 2. Partially Dedicated Bus between Potential Transit Hub and Farragut Square

Element <sup>1</sup>	Description <sup>1</sup>
Potential Dedicated Infrastructure	<p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> <li>• EB: Curb lane from 34<sup>th</sup> Street to Pennsylvania Avenue</li> </ul> <p><b>Pennsylvania Avenue</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from M Street to 24<sup>th</sup> Street</li> <li>• WB: Curb lane from M Street to 24<sup>th</sup> Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> <li>• WB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> </ul>
Total Length of Corridor	<p>1.73 miles NB/EB 1.73 miles SB/WB</p>
Length of Potential Dedicated Infrastructure	<p>1.12 miles NB/EB 1.12 miles SB/WB</p>
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• M Street/Pennsylvania Avenue</li> <li>• Washington Circle</li> </ul>

1. Preliminary. May be modified or refined as planning continues.



Figure 2-3. Alternative 2. Partially Dedicated Bus between Potential Transit Hub and Farragut Square



Table 2-22. Alternative 3. Partially Dedicated Bus between Rosslyn and Farragut Square

Element <sup>1</sup>	Description <sup>1</sup>
Potential Dedicated Infrastructure	<p><b>Key Bridge and N. Lynn Street/Fort Myer Drive</b></p> <ul style="list-style-type: none"> <li>• SB: Outside lane from start of three-lane section to Langston Boulevard</li> <li>• NB: Curb lane on N. Lynn Street to north Langston Boulevard intersection</li> </ul> <p><b>Whitehurst Freeway</b></p> <ul style="list-style-type: none"> <li>• WB: Outside lane from 30<sup>th</sup> Street to M Street</li> <li>• EB: Outside lane from 30<sup>th</sup> Street to M Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: Outside lane from 26<sup>th</sup> Street to Farragut Square/K Street Transitway from 21<sup>st</sup> Street to Farragut Square</li> <li>• WB: Outside lane from 26<sup>th</sup> Street to Farragut Square/K Street Transitway from 21<sup>st</sup> Street to Farragut Square</li> </ul>
Total Length of Corridor	2.45 miles NB/EB 2.48 miles SB/WB
Length of Potential Dedicated Infrastructure	1.65 miles NB/EB 1.82 miles SB/WB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Potential Transit Hub</li> </ul>

1. Preliminary. May be modified or refined as planning continues.



Figure 2-4. Alternative 3. Partially Dedicated Bus between Rosslyn and Farragut Square



Table 2-23. Alternative 4. Partially Dedicated Bus between MedStar Georgetown University Hospital and Farragut Square

Element <sup>1</sup>	Description <sup>1</sup>
Potential Dedicated Infrastructure	<p><b>Pennsylvania Avenue</b></p> <ul style="list-style-type: none"> <li>• EB: Curb lane from M Street to 24<sup>th</sup> Street</li> <li>• WB: Curb lane from M Street to 24<sup>th</sup> Street</li> </ul> <p><b>K Street</b></p> <ul style="list-style-type: none"> <li>• EB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> <li>• WB: K Street Transitway from 19<sup>th</sup> Street to Farragut Square</li> </ul> <p><b>M Street</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from Wisconsin Avenue to Pennsylvania Avenue</li> <li>• EB: Curb lane from Wisconsin Avenue to Pennsylvania Avenue</li> </ul> <p><b>Wisconsin Avenue</b></p> <ul style="list-style-type: none"> <li>• SB: Curb lane from Reservoir Road to M Street</li> <li>• NB: Curb lane from Reservoir Road to M Street</li> </ul> <p><b>Reservoir Road</b></p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 39<sup>th</sup> Street to 35<sup>th</sup> Street</li> <li>• EB: Curb lane from 39<sup>th</sup> Street to 35<sup>th</sup> Street</li> </ul>
Total Length of Corridor	2.42 miles NB/EB 2.42 miles SB/WB
Length of Potential Dedicated Infrastructure	1.74 miles NB/EB 1.74 miles SB/WB
Stations	<p><b>Termini</b></p> <ul style="list-style-type: none"> <li>• Medstar Georgetown University Hospital/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p><b>Intermediary stops</b></p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• Washington Circle</li> </ul>

2. Preliminary. May be modified or refined as planning continues.



Figure 2-5. Partially Dedicated Bus between MedStar Georgetown University Hospital and Farragut Square





Table 2-24. Alternative 5. Aerial Gondola between Rosslyn (N. Moore Street) and Potential Transit Hub

Element <sup>1</sup>	Description <sup>1</sup>
Potential Dedicated Infrastructure	Aerial gondola line between Rosslyn Metrorail Station/North Moore Street and Potential Transit Hub
Total Length of Corridor	0.64 mile
Length of Potential Dedicated Infrastructure	0.64 mile
Stations	<b>Termini</b> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station</li> <li>• Potential Transit Hub</li> </ul>

1. Preliminary. May be modified or refined as planning continues.

Table 2-25. Alternative 6. Aerial Gondola between Rosslyn (N. Lynn Street) and Potential Transit Hub

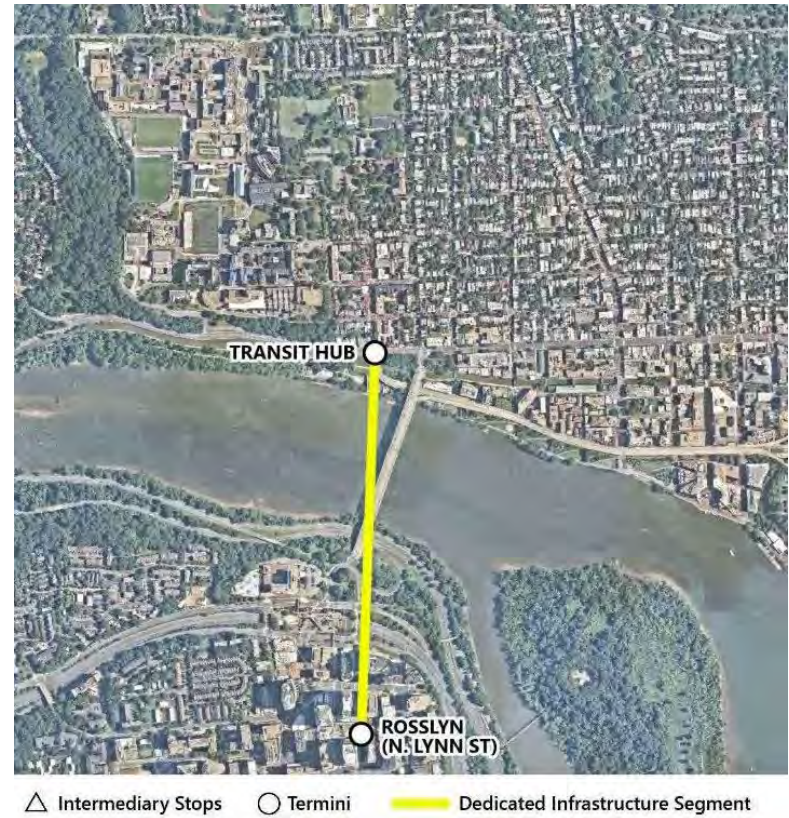
Element <sup>1</sup>	Description <sup>1</sup>
Potential Dedicated Infrastructure	Aerial gondola line between Rosslyn Metrorail Station/North Lynn Street and Potential Transit Hub
Total Length of Corridor	0.64 mile
Length of Potential Dedicated Infrastructure	0.64 mile
Stations	<b>Termini</b> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station</li> <li>• Potential Transit Hub</li> </ul>

1. Preliminary. May be modified or refined as planning continues.

Figure 2-6. Alternative 5. Aerial Gondola between Rosslyn (N. Moore Street) and Potential Transit Hub



Figure 2-7. Alternative 6. Aerial Gondola between Rosslyn (N. Lynn Street) and Potential Transit Hub



## 2.10 Agency and Public Review

### 2.10.1 Agency Review

The Partnership presented the concept development and screening process to the following agencies and public entities at a meeting held on August 3, 2022:

- National Park Service
- Commission of Fine Arts
- Advisory Neighborhood Commission 2
- District of Columbia Historic Preservation Office
- Arlington County Department of Environmental Services
- Washington Metropolitan Area Transit Authority
- Rosslyn Business Improvement District

The meeting consisted of a presentation describing the process and explaining its outcome, followed by questions and comments. The presentation is included in **Appendix B**. **Appendix B** also contains the meeting notes.

In general, the agencies were satisfied with the approach to the screening process. Comments generally pertained to the operation of the transit solutions being considered and their potential impacts, especially on cultural resources. CFA noted that, from a regulatory standpoint, the gondola concepts terminating at the potential transit hub may not in fact be more challenging than the concepts terminating at the Car Barn. The National Park Service (NPS) emphasized the potential effects on historic properties of the gondola concepts and noted that affordability should be considered, as it is an important equity factor.

Agencies were invited to submit written comments within 30 days of the meeting. NPS provided formal comments by letter dated September 9, 2022. A copy of the letter is in **Appendix B**. Comments pertained to the following topics:

- *Visual Impacts*. NPS expressed concerns about the physical and visual impacts associated with the gondola alternatives, both of which would cross over two national parks.
- *Realty Actions*. NPS noted any infrastructure crossing over lands within NPS jurisdiction would require the acquisition of air rights; any infrastructure permanently affixed to lands within NPS jurisdiction would require the acquisition of land rights. NPS also noted that the agency has limited jurisdiction over the bed of the Potomac River and would require a permit for any infrastructure to be permanently affixed to the riverbed.

- *Section 4(f)*. NPS noted that the applicability of Section 4(f) of the U.S. Department of Transportation Act of 1966 was not clearly addressed by the August 3 presentation. NPS expects that Section 4(f) will apply to the gondola alternatives.
- *Consideration of Metrorail extension to Georgetown*. Given that in the long term, WMATA is considering establishing a Metrorail station in Georgetown as part of the Blue-Orange-Silver Capacity and Reliability Study, and that the present study is focused on short- and medium-term solutions, NPS noted that a Metrorail station should continue to be assumed as a long-term solution. In the short term, bus transit should be used to fill in the gap rather than a gondola system, which would have substantial long-term impacts on park resources.
- *NEPA and Section 106*. NPS noted that the agency would have to be a cooperating agency in a future NEPA process and a consulting party in future Section 106 consultation.

No other agency provided written comments after the meeting.

## 2.10.2 Public Review

The Partnership sought public feedback on the concept development and screening process through an online questionnaire. The questionnaire was available from August 31 through October 2, 2022. It used the Survey Monkey platform and was provided in both English and Spanish.

The questionnaire provided information on the concept development and screening process and the six preliminary alternatives that emerged from it. For each alternative, the questionnaire asked two questions. The first question was targeted to respondents who regularly or often use transit to or from Georgetown and asked whether the concept would make the trip easier or faster for them. The second question was targeted to respondents who occasionally or never use transit to or from Georgetown and asked whether the concept would make it more likely for them to use transit to or from Georgetown. Available answers were “yes,” “no,” “maybe,” and “not applicable.” Respondents were also given the opportunity to provide “free-form” written comments on the process and its results.

**Appendix C** contains a summary of questionnaire responses as well as all open comments received.

A total of 1,214 respondents took the questionnaire. Of those, a little over 70 percent responded to the questions on the alternatives. Depending on the alternative, from 22 to 28 percent of respondents who regularly or often use transit to or from Georgetown answered that the alternative would make their trip easier or faster (“yes” answer). From 21 to 31 percent of respondents who occasionally or never use transit to or from Georgetown answered that the alternative would make it more likely for them to start using transit. Using a broader metric (“maybe” and “yes” answers combined), these ranges become 37 to 47 percent and 36 to 47 percent, respectively.

Although no major differences between the alternatives emerged in terms of their potential to facilitate or encourage use of transit to and from Georgetown, Alternative 4 (MedStar



Georgetown University Hospital/Farragut Square) ranked low and Alternative 3 (Rosslyn Metro/ Farragut Square) ranked high for both groups and both metrics.

A total of 324 respondents provided free-form comments. While the comments cover a wide range of topics and interests, several key themes relevant to the range of alternatives emerged, including:

- Dedicated bus lanes are a good solution, but they should be physically separated from other traffic, or usage must be enforced.
- Alternatives reaching farther out should be considered, including routes extending to the Yellow/Green Metrorail line; Washington Union Station; upper Wisconsin Avenue; or Courthouse Metrorail station.
- Transfers should be minimized.
- The location of the potential Transit Hub is questionable, as it appears remote from the rest of Georgetown and challenging to reach due to distance and elevation changes.
- Active transportation options (pedestrian, bicycle) should be given more consideration as stand-alone solutions.
- A new Metrorail station or the extension of the DC Streetcar to Georgetown would be the best solution.

The gondola alternatives elicited strongly polarized comments, with some commenters expressing enthusiasm and others strong skepticism or opposition. Finally, comments also conveyed concerns about the potential impacts of the alternatives on street parking and car travel lanes, including along M Street and Reservoir Road. Potential redundancy with existing bus connections was also a concern.

### 2.10.3 Consideration of Public and Agency Comments

Agency and public feedback did not identify any major issues with the process through which the preliminary alternatives were defined. Comments on the alternatives do not indicate any major oversights or omissions with regard to the range of modes considered. A Metrorail alternative (new Metrorail station in Georgetown) is at best a long-term possibility, outside the Purpose and Need for this study. Similarly, at this time, extension of the DC Streetcar to Georgetown is not a reasonably foreseeable solution in the short or mid-term. Finally, active transportation only alternatives are insufficient to meet the Purpose and Need.

As noted above, CFA remarked that, from a regulatory standpoint, the gondola concepts terminating at the Car Barn building may not be more challenging to implement than the concepts terminating at the potential transit hub. Several public comments expressed concern about the elevation difference between the potential transit hub on M Street and Prospect Street, immediately to the north. In light of these comments, the Partnership identified the northern terminus of preliminary Alternatives 5 and 6 as a feature to be refined in the next phase of the planning study. Although an initial, high-level assessment

suggests that it is technically feasible to site the northern terminus of a potential gondola line on the roof of the Car Barn building, which would provide direct access to Prospect Street, this needs to be confirmed by an engineering assessment that is outside the scope of the present study.

Pending completion of the needed engineering assessment, and to avoid precluding potential refinements that could address public concerns about access to or from the potential Transit Hub site, the Partnership opted to modify the description of the northern terminus of preliminary Alternatives 5 and 6 from "*Potential Transit Hub*" to "*a location to be determined within the area bounded by: the eastern wall of the Car Barn building to the east; M Street to the south; the western boundary of the former M Street Exxon Station site (3601/3607 M Street) to the west; and Prospect Street to the north.*"<sup>28</sup>

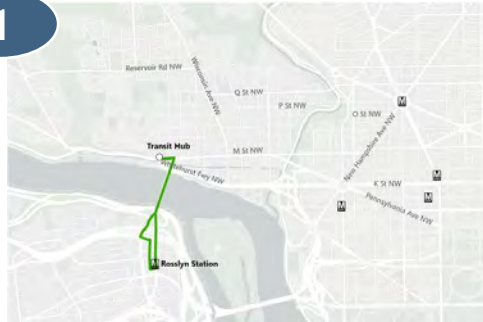
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<sup>28</sup> This area encompasses several private residential properties along Prospect Street. The area is defined broadly, for planning purposes only. It does not indicate or imply any need or intent to acquire one or more of those properties to construct preliminary Alternatives 5 or 6.

# Appendix A. Concepts Considered

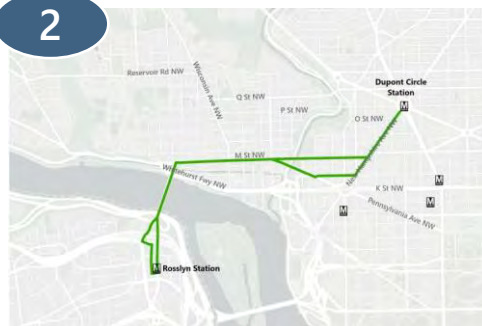
# Core BUS Transit Concepts

1



Rosslyn to potential transit hub

2



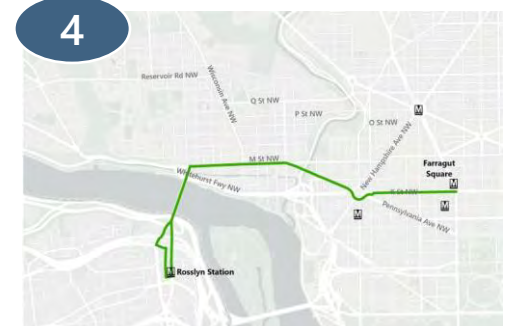
Rosslyn to Dupont Circle via M Street

3



Dupont Circle to potential transit hub via NH Avenue and M Street

4



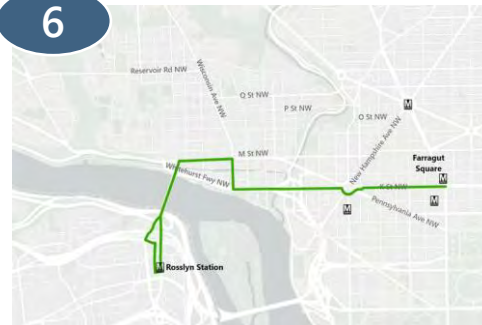
Rosslyn to Farragut N/W via M Street and Penn Avenue

5



Farragut N/W to potential transit hub via K Street and M Street

6



Rosslyn to Farragut N/W via M Street and K Street

7



Farragut N/W to potential transit hub via K Street and M Street

8



Farragut N/W to potential transit hub via K Street and Whitehurst Freeway

9



Farragut N/W to M/Wisconsin intersection via K Street and Whitehurst Freeway

10

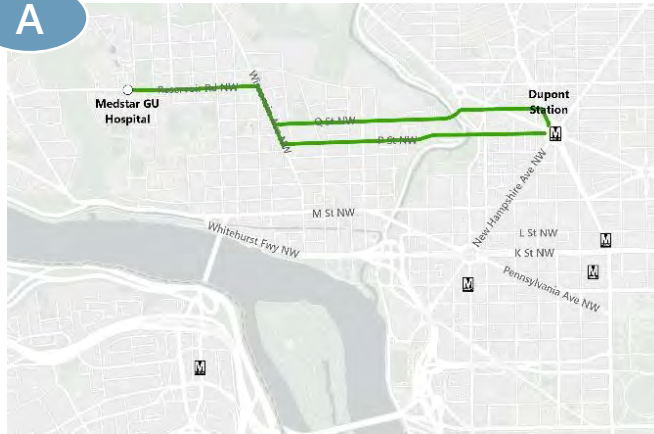


Rosslyn to Farragut N/W via Whitehurst Freeway and K Street



# Medstar GU Hospital Bus Transit Concepts

A



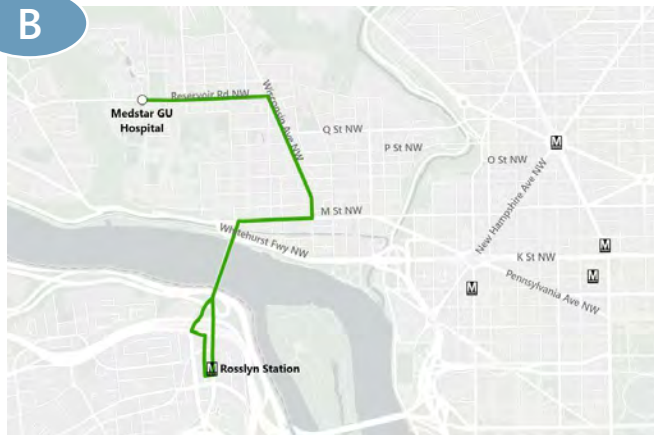
Dupont Circle to  
Medstar GU Hospital  
via Q and P Streets

C



Rosslyn to Medstar  
GU Hospital via  
Foxhall Road

B



Rosslyn to Medstar GU  
Hospital via M Street,  
Wisconsin Avenue, and  
Reservoir Road

D



Farragut N/W to  
Medstar GU Hospital  
via K Street,  
Pennsylvania Avenue,  
M Street, Wisconsin  
Avenue, and Reservoir  
Road

# Gondola Transit Concepts

G1



Rosslyn (Fort Myer Dr.) to Potential Transit Hub

G2



Rosslyn (N. Moore St.) to Potential Transit Hub

G3



Rosslyn (N. Lynn St.) to Potential Transit Hub

G4



Rosslyn (Fort Myer Dr.) to Car Barn

G5



Rosslyn (N. Moore St.) to Car Barn

G6



Rosslyn (N. Lynn St.) to Car Barn

G7



Rosslyn (Fort Myer Dr.) to Key Park

G8



Rosslyn (N. Moore St.) to Key Park



# Gondola Transit Concepts

G9



Rosslyn (N. Lynn St.) to Key Park

G10



Rosslyn (Fort Myer Dr.) to Aqueduct

G11



Rosslyn (N. Moore St.) to Aqueduct

G12



Rosslyn (N. Lynn St.) to Aqueduct

G13



Rosslyn (Fort Myer Dr.) to 3401 Water St.

G14



Rosslyn (N. Moore St.) to 3401 Water St.

G15



Rosslyn (N. Lynn St.) to 3401 Water St.

G16



Rosslyn (Fort Myer Dr.) to Georgetown U. At Prospect St.

# Gondola Transit Concepts

G17



Rosslyn (N. Moore St.) to Georgetown University at Prospect St

G18



Rosslyn (N. Lynn St.) to Georgetown University at Prospect St

G19



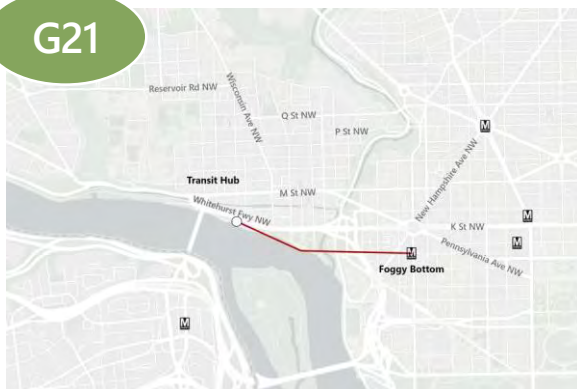
Rosslyn to Georgetown University Bus Turnaround

G20



Rosslyn to Georgetown Waterfront

G21



Foggy Bottom to Georgetown Waterfront

G22



Foggy Bottom to Georgetown Waterfront (Whitehurst Freeway)

G23



Transit Hub to Farragut Square (Whitehurst Freeway)

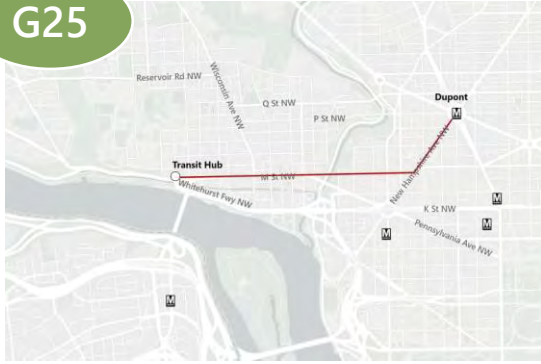
G24



Transit Hub to Farragut Square (Pennsylvania Ave)

# Gondola Transit Concepts

G25



Potential Transit Hub to Dupont Circle

G26

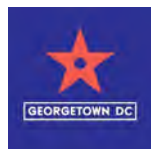


Rosslyn to Georgetown University and  
Medstar GU Hospital

Note: Concepts G1 through G18 are concepts previously considered in the 2016 *Georgetown-Rosslyn Gondola Feasibility Study*. Concepts G19 through G26 were developed for this study.

# Appendix B. Agency Coordination

# Georgetown Enhanced Transit Access to Metrorail



FEDERAL CITY  
COUNCIL







# Agenda

- Introductions and Study Overview
- Purpose and Need
- Alternatives Development and Screening Process
- Preliminary Range of Alternatives
- Questions and Discussion
- Next Steps



# Introductions and Study Overview



# Project Partners and Lead Federal Agency

## Federal City Council

- Laura Miller Brooks, *Director of Transportation & Infrastructure, Project Manager*

## District Department of Transportation

- Anna Chamberlin, *Associate Director of Planning and Sustainability Division*
- Austina Casey, *Environmental Program Branch Manager*
- Jonathan Rogers, *Neighborhood Planning Manager*
- Edward Stollof, *Project Planning Branch Manager*
- Kimberly Vacca, *Transportation Planner*
- Django Szilagi, *Transportation Planner*
- Cynthia Lin, *Transportation Planner*

## Georgetown Business Improvement District

- Joe Sternlieb, *President and CEO*
- Greg Billing, *Transportation Director*
- David Levy (Livable City Group), *Consultant*

## Georgetown University

- Christopher Murphy, *Vice President for Government Relations and Community Engagement*

## National Capital Planning Commission

- Marcel Acosta, *Executive Director*
- Anne Schuyler, *General Counsel*
- Dianne Sullivan, *Director, UDPR*
- Matthew Flis, *Senior Urban Designer*
- Jamie Herr, *Urban Planner*



# Invited Agencies and Stakeholders

## ANC 2E

- Rick Murphy, *Chair*
- Elizabeth Miller, *Commissioner*

## Arlington County DES

- Dan Malouff, *Regional Transportation Planner*

## Commission of Fine Arts

- Jessica Amos, *Historic Preservation Specialist*
- Mary Catherine Bogard, *Historic Preservation Specialist*

## DC Historic Preservation Office

- David Maloney, *Associate Director for Historic Preservation and State Historic Preservation Officer*
- Andrew Lewis, *Senior Historic Preservation Specialist*
- Tim Dennée, *Architectural Historian*

## National Park Service National Capital Area

- Tammy Stidham, *Deputy Associate Area Director, Lands and Planning*
- Joel Gorder, *Regional Environmental Coordinator*
- Laurel Hammig, *Regional Planner*
- Christine Bruins, *Planning Portfolio Manager*

## Rosslyn Business Improvement District

- Mary-Claire Burick, *President*
- Alli Henry, *Community Planning Director*

## WMATA

- Allison Davis, *Vice President of Planning*
- Mark Phillips, *Director of Regional Mobility Planning*



# What We Are Doing



Georgetown BID, Federal City Council, and DDOT are advancing **planning for improved transit between Georgetown and Metrorail**

---



Funding: **\$250,000** from the District of Columbia



Building on and leveraging **previous studies:**

- [2016 Georgetown-Rosslyn Gondola Feasibility Study](#)
- [Core of Rosslyn Transportation Study](#)
- [WMATA's Blue Orange Silver Capacity & Reliability Study](#)
- [Arlington County and Vicinity Non-motorized Boathouse Facility](#)
- [Georgetown University Campus Plan](#)
- [Environmental Assessment for the Georgetown Non-motorized Boathouse Zone](#)



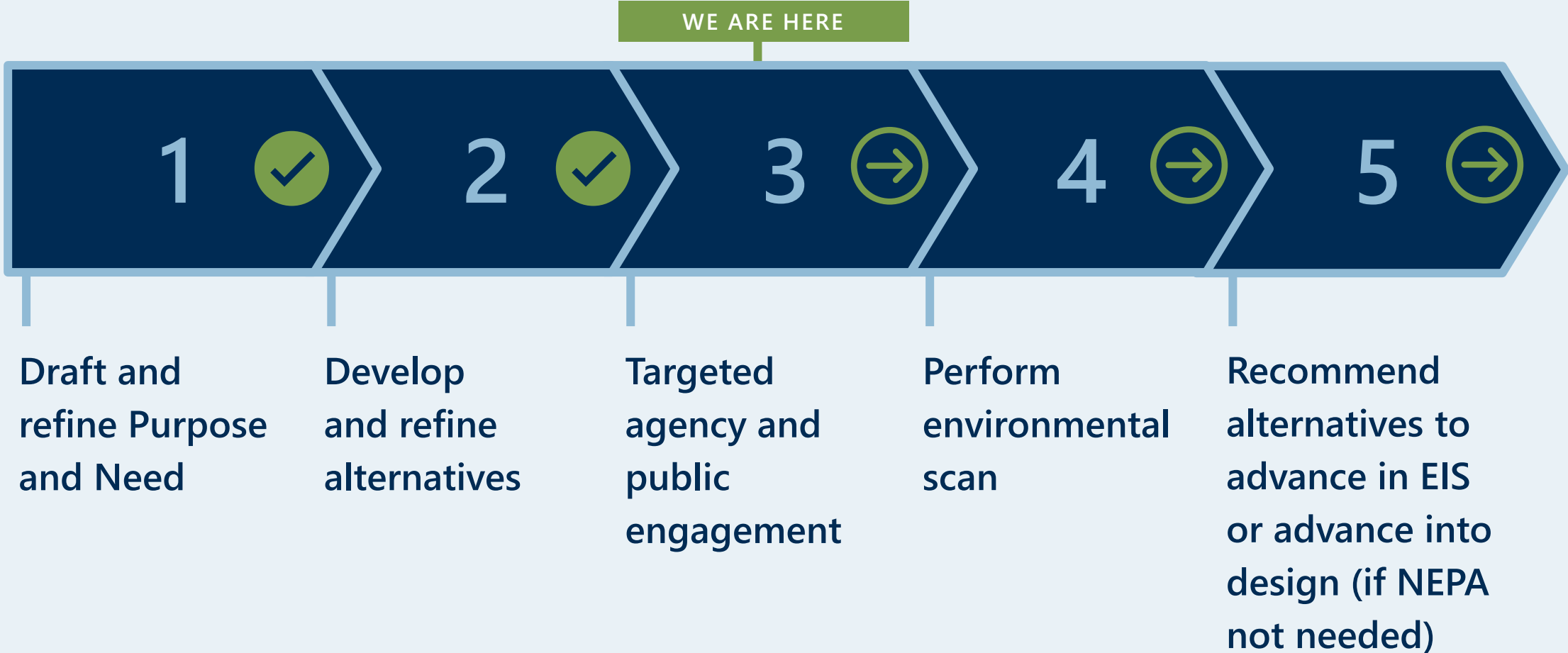
# Outcome of This Study

A preliminary range of alternatives to provide direct, frequent, rapid transit between the Metrorail System and Georgetown

Set the stage for formal initiation of review process under the National Environmental Policy Act (NEPA), as applicable



# Study Steps





# Why We Are Here Today

Provide you with an update on the progress of the study

Get your feedback on our alternatives development and screening process

- ✓ Is it rigorous and comprehensive?
- ✓ Did it yield a reasonable range of preliminary alternatives?
- ✓ Did we leave out any potentially feasible solutions that could meet the Purpose and Need?

# Purpose and Need







# Purpose and Need

The purpose of the Georgetown Enhanced Transit Access to Metrorail Project is to **provide workers, students, residents, and visitors with a reliable, frequent, safe, and sustainable non-auto connection between Georgetown and the Metrorail system.** The project should:

- **Decrease the average time of travel** to and from Georgetown by non-auto mode.
- **Equitably meet the needs of all users** in a manner that supports the continued role of Georgetown as a major employment center and a regional, national, and international destination in both the near and long terms; and that
- **Balance transit access improvements with historic preservation and environmental considerations/impacts.**

The project is needed because:

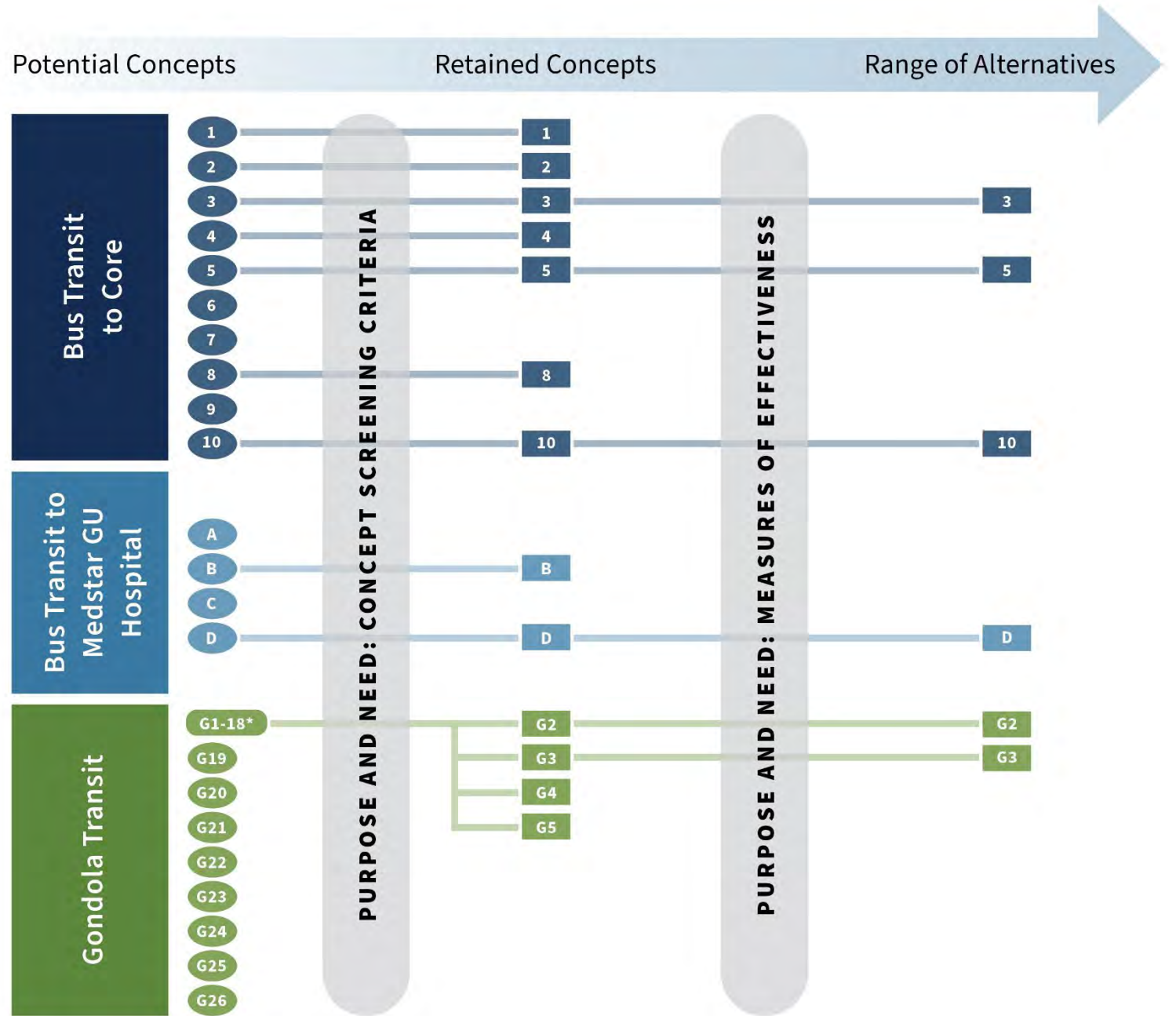
- Although **Georgetown** is a major employment center, it **does not have a Metrorail station.**
- **Existing connections between Georgetown and regional rapid transit are suboptimal,** as they are affected by automobile congestion; this condition encourages workers, students, residents, and visitors to rely on cars to travel to or from Georgetown, further exacerbating congestion and parking issues.
- **The limitations of existing connections to regional transit make it difficult** for residents of, and visitors to, the District of Columbia and the greater Washington Metropolitan Area **who do not have cars or prefer not to drive to benefit** from the employment, recreational, shopping, and dining opportunities offered by Georgetown.
- **The limitations of existing connections to regional transit make traveling to Georgetown burdensome and inequitable,** especially for lower-income workers for whom the cost of travel by automobile is significant.
- **Improved non-auto transportation options are critical** for meeting the **District of Columbia's greenhouse gas reduction goals.**

# Alternatives Development and Screening Process





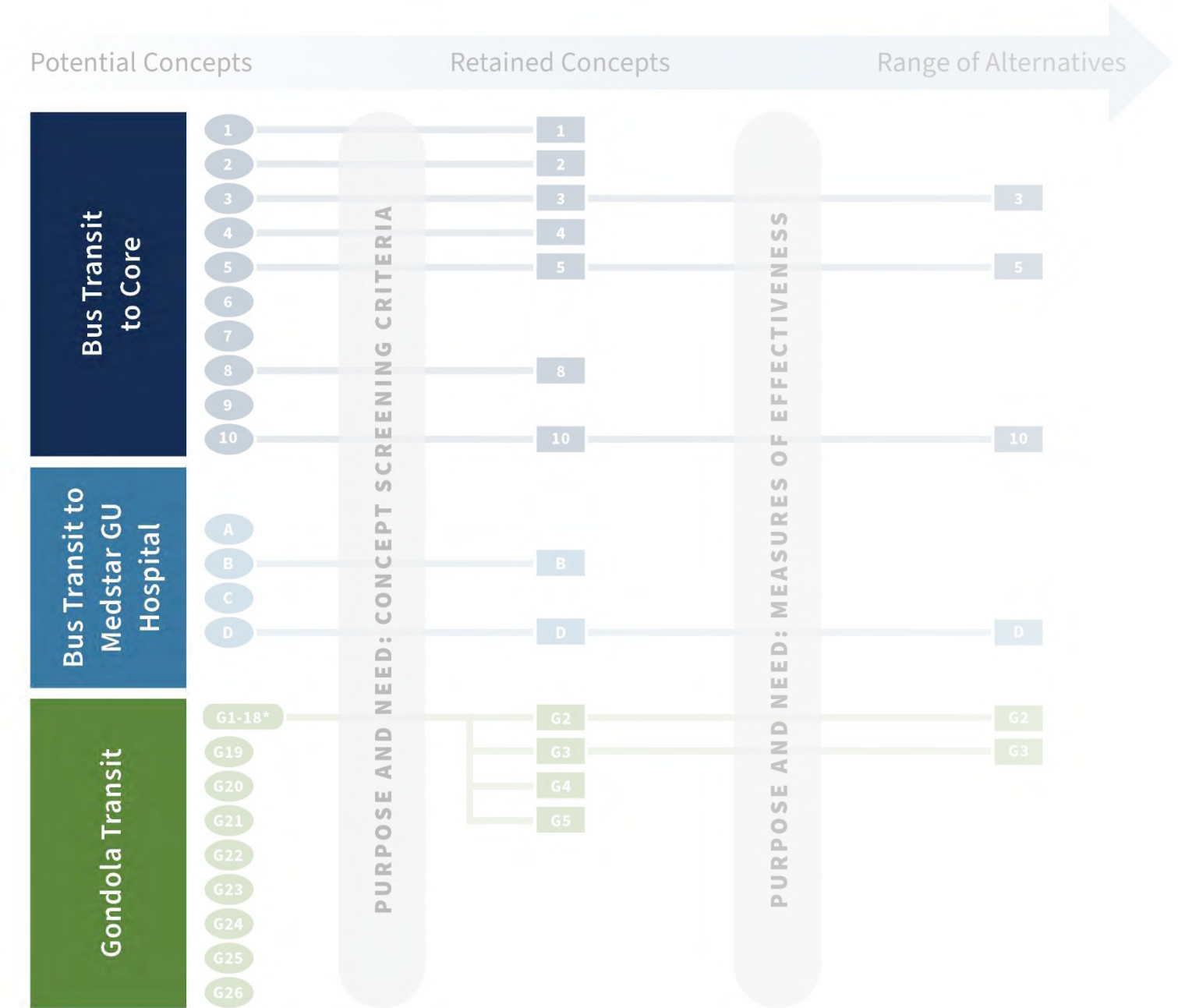
# From Concepts to Preliminary Range of Alternatives



\* 2016 Feasibility Study Concepts



# 1 Defining Concept Types



\* 2016 Feasibility Study Concepts

# Areas to be Served

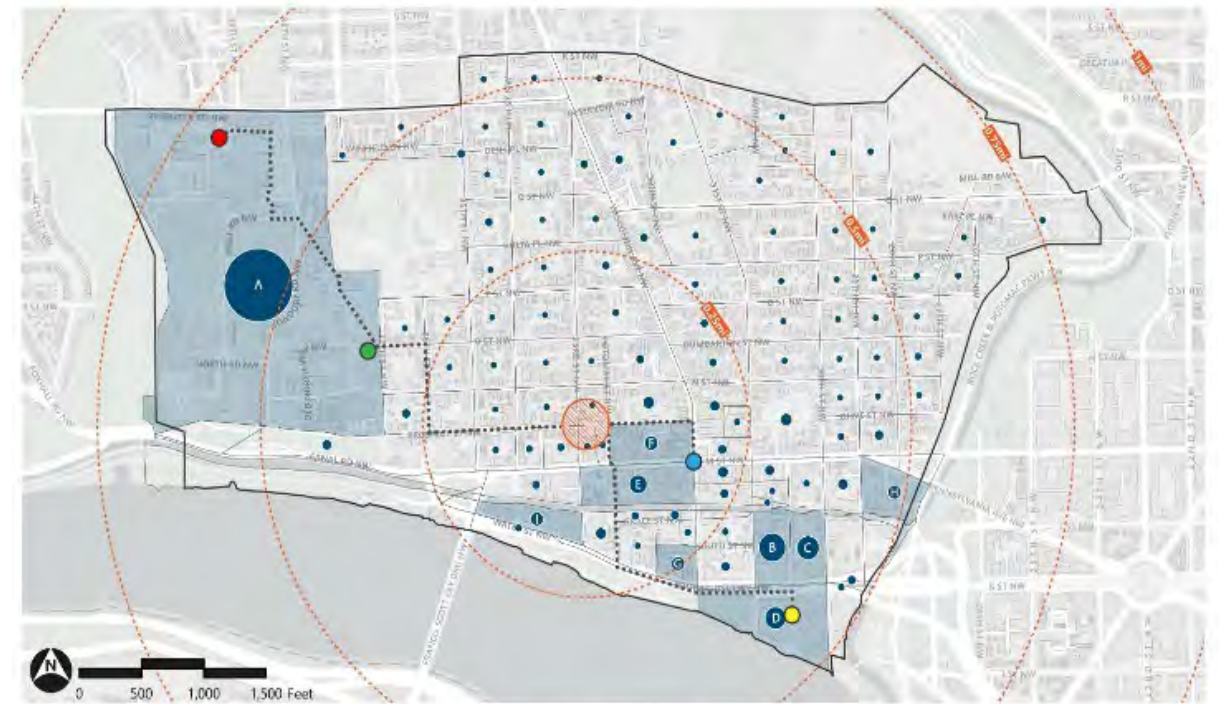
## Geographic Employment "Core"

- Based on Census job data
- Optimal distance from most jobs
- Good proxy for other uses

## Medstar GU Hospital

- An important destination remote from the Core
- Oriented to the north rather than the east and south
- A special set of users (24-hour employees; patients and visitors)

## Georgetown University considered through the Measure of Effectiveness assessment



Census Blocks with the Highest Number of Jobs (500+)			Walking Distance from Average Center of Employment to:	
Label	Number of Jobs	% of Total Jobs (22,869)	Activity Center	Distance (mi)
A	5,930	± 25.9%	Medstar Hospital Public Entrance	± 0.9
B	1,927	± 8.4%	Georgetown University Main Entrance	± 0.5
C	1,479	± 6.5%	M at Wisconsin	± 0.2
D	1,346	± 5.9%	Washington Harbour	± 0.5
E	1,039	± 4.5%		
F	650	± 2.8%		
G	610	± 2.7%		
H	597	± 2.6%		
I	567	± 2.5%		



# Origins and Routes

## Four potential points of origin

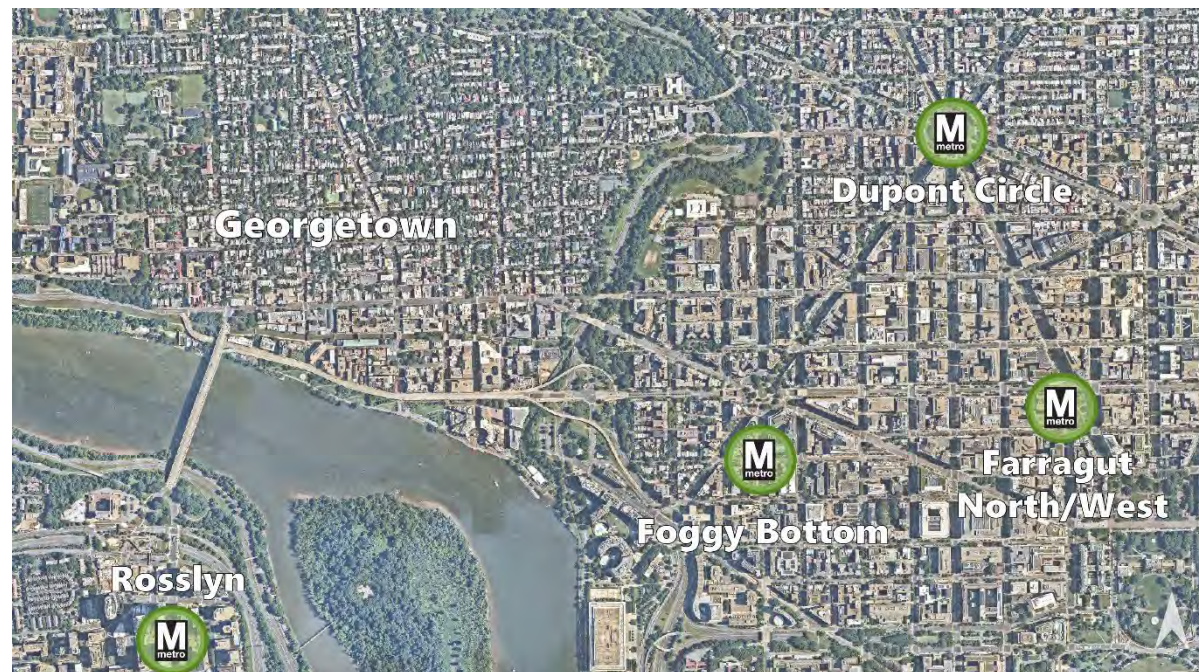
- Dupont Circle Metrorail station
- Farragut North/West Metrorail stations
- Foggy Bottom Metrorail station
- Rosslyn Metrorail station

Must be able to include at least some amount of dedicated infrastructure separate from vehicular traffic

- Needed to reliably improve travel times

May make use of lanes currently used for circulation of cars and bicycles, parking, or recreational activities (streateries)

- Impacts on existing conditions will be evaluated as part of later environmental analyses





# Concept Development Approach: Modes Considered



## Water transportation

- **Eliminated early:** no shoreline Metrorail station



## Bus transit options

- **Retained:** current mode of transit



## Metrorail extension

- **Eliminated early:** being considered by WMATA but long-term solution only



## Gondola transit options

- **Retained:** determined potentially feasible in 2016 Feasibility Study



## DC Streetcar extension

- **Eliminated early:** indefinitely suspended by District

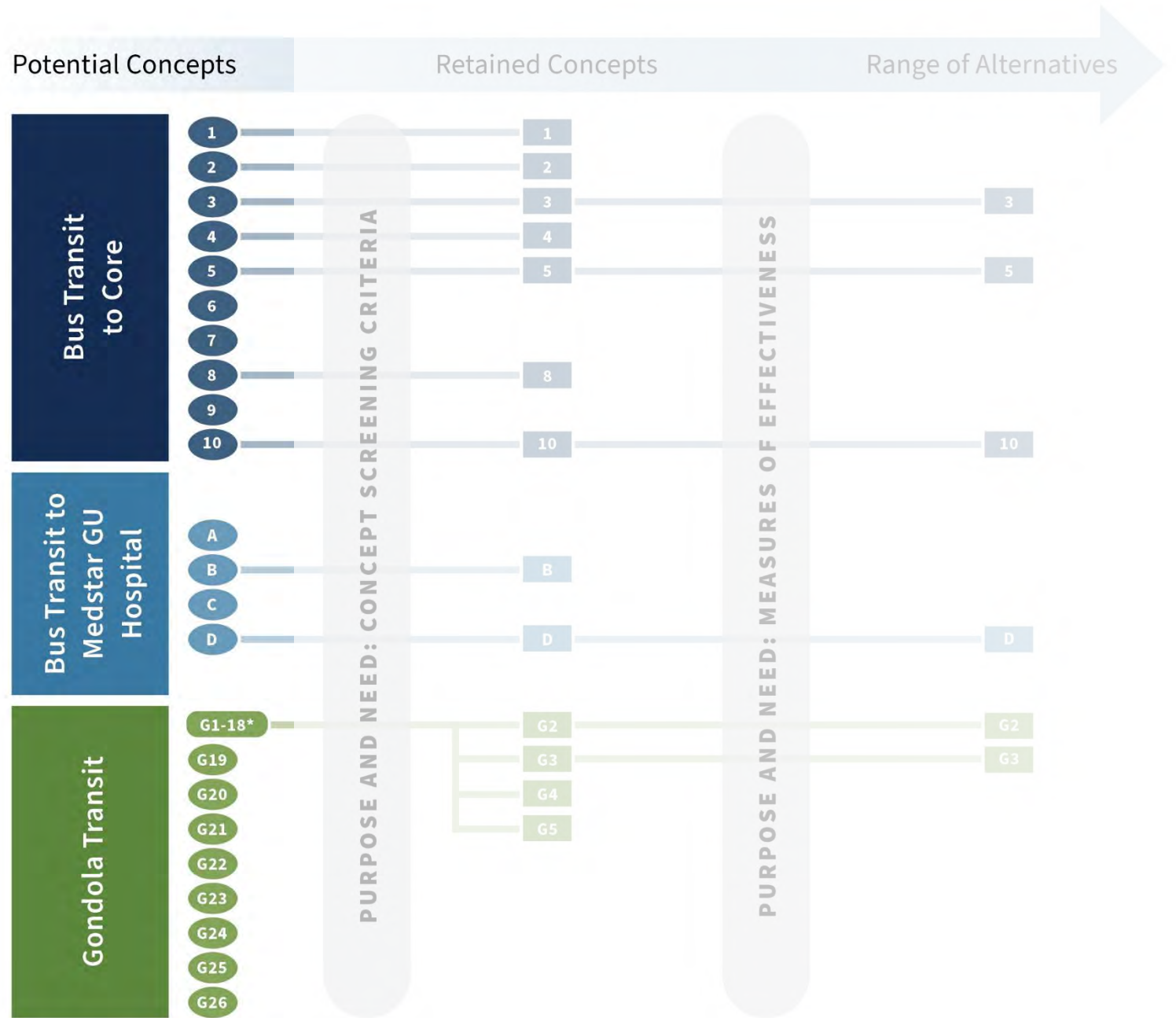


## Bicycle/pedestrian solutions only

- **Eliminated early:** insufficient in isolation to address Purpose and Need. Can be considered along with transit concepts



## 2 Defining Concepts

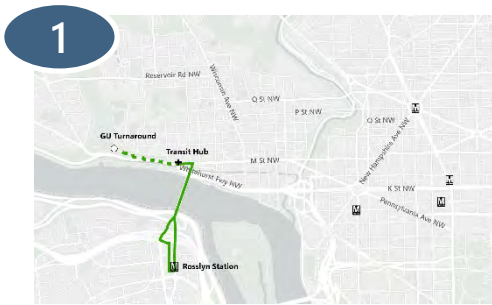


\* 2016 Feasibility Study Concepts

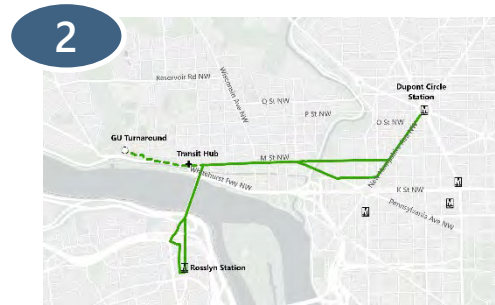




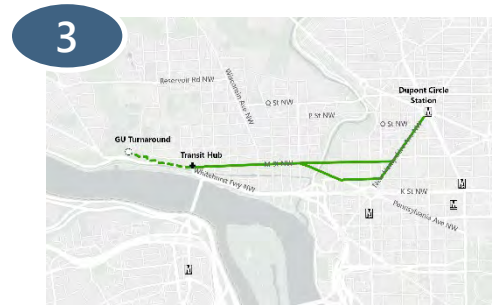
# Core BUS Transit Concepts



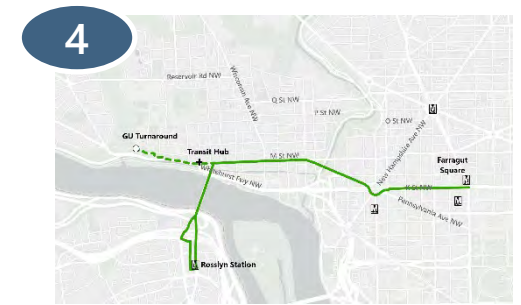
Rosslyn to potential transit hub



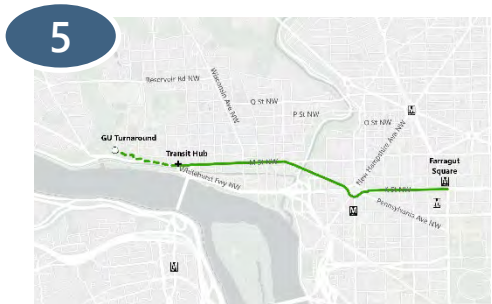
Rosslyn to Dupont Circle via M Street



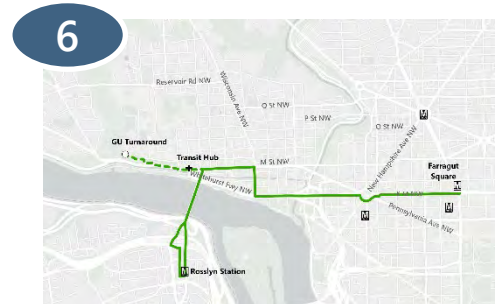
Dupont Circle to potential transit hub via NH Avenue and M Street



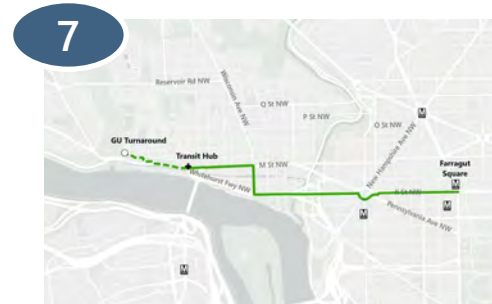
Rosslyn to Farragut N/W via M Street and Penn Avenue



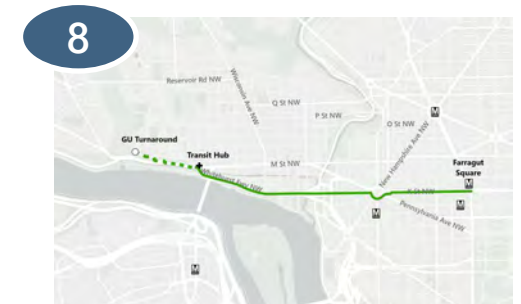
Farragut N/W to potential transit hub via K Street and M Street



Rosslyn to Farragut N/W via M Street and K Street



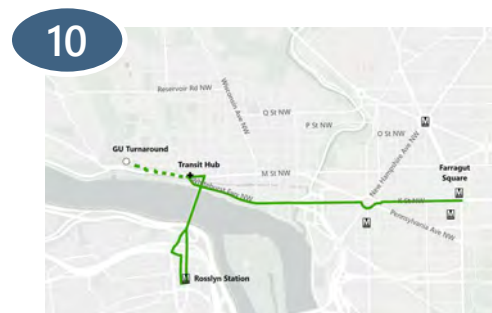
Farragut N/W to potential transit hub via K Street and M Street



Farragut N/W to potential transit hub via K Street and Whitehurst Freeway

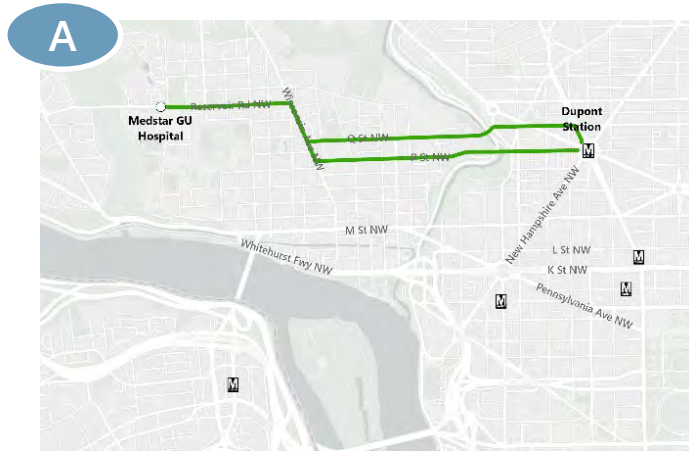


Farragut N/W to M/Wisconsin intersection via K Street and Whitehurst Freeway

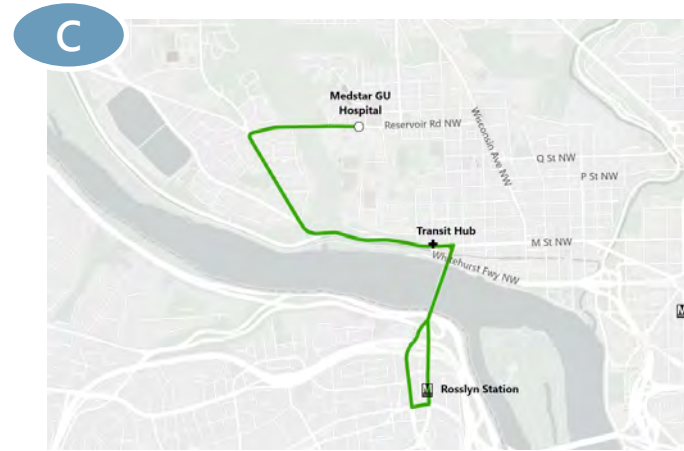


Rosslyn to Farragut N/W via Whitehurst Freeway and K Street

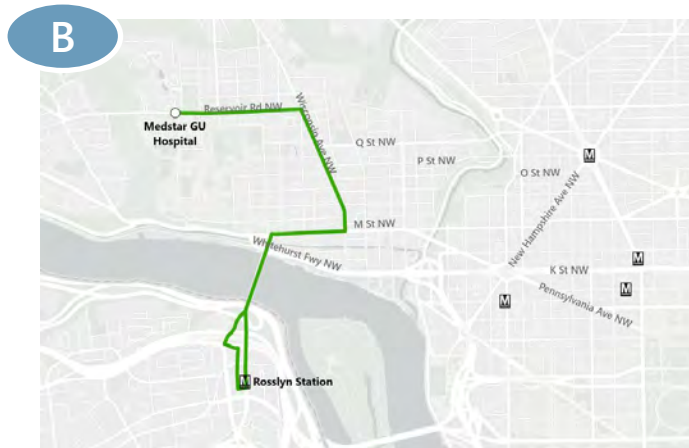
# Medstar GU Hospital Bus Transit Concepts



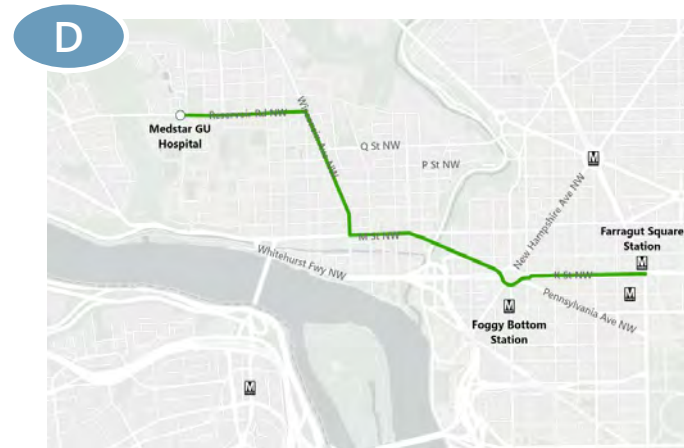
Dupont Circle to  
Medstar GU Hospital  
via Q and P Streets



Rosslyn to Medstar  
GU Hospital via  
Foxhall Road



Rosslyn to Medstar GU  
Hospital via M Street,  
Wisconsin Avenue, and  
Reservoir Road



Farragut N/W to  
Medstar GU Hospital  
via K Street,  
Pennsylvania Avenue,  
M Street, Wisconsin  
Avenue, and Reservoir  
Road



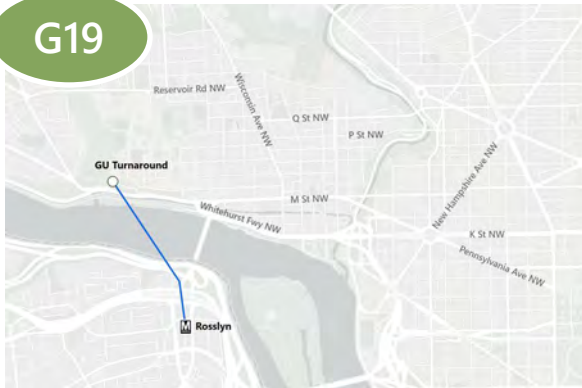
# Legacy Gondola Transit Concepts from the 2016 Feasibility Study

Georgetown Landing Locations	Rosslyn Landing Corridor		
	Fort Myer Drive	N. Moore Street	N. Lynn Street
Potential Transit Hub	<b>G1</b>	<b>G2</b>	<b>G3</b>
Georgetown Car Barn	<b>G4</b>	<b>G5</b>	<b>G6</b>
Key Park	<b>G7</b>	<b>G8</b>	<b>G9</b>
Aqueduct	<b>G10</b>	<b>G11</b>	<b>G12</b>
3401 Water Street	<b>G13</b>	<b>G14</b>	<b>G15</b>
Georgetown University at Prospect Street	<b>G16</b>	<b>G17</b>	<b>G18</b>



# Additional Gondola Transit Concepts

G19



Rosslyn to Georgetown University

G20



Rosslyn to Georgetown Waterfront (33rd Street)

G21



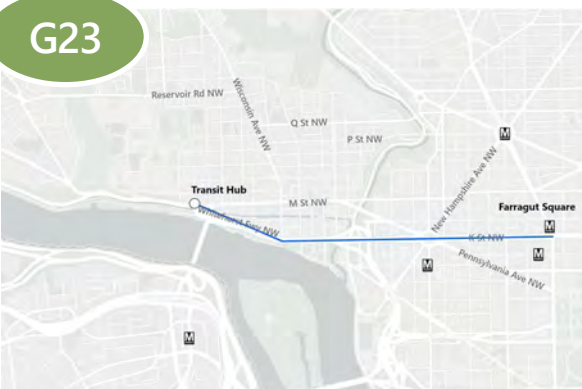
Foggy Bottom to Georgetown Waterfront (33rd Street)

G22



Foggy Bottom to Georgetown Waterfront (Wisconsin Avenue)

G23



Farragut N/W to potential transit hub along Whitehurst Freeway

G24



Farragut N/W to potential transit hub along Penn Avenue and M Street

G25



Dupont Circle to potential transit hub via NH Avenue and M Street

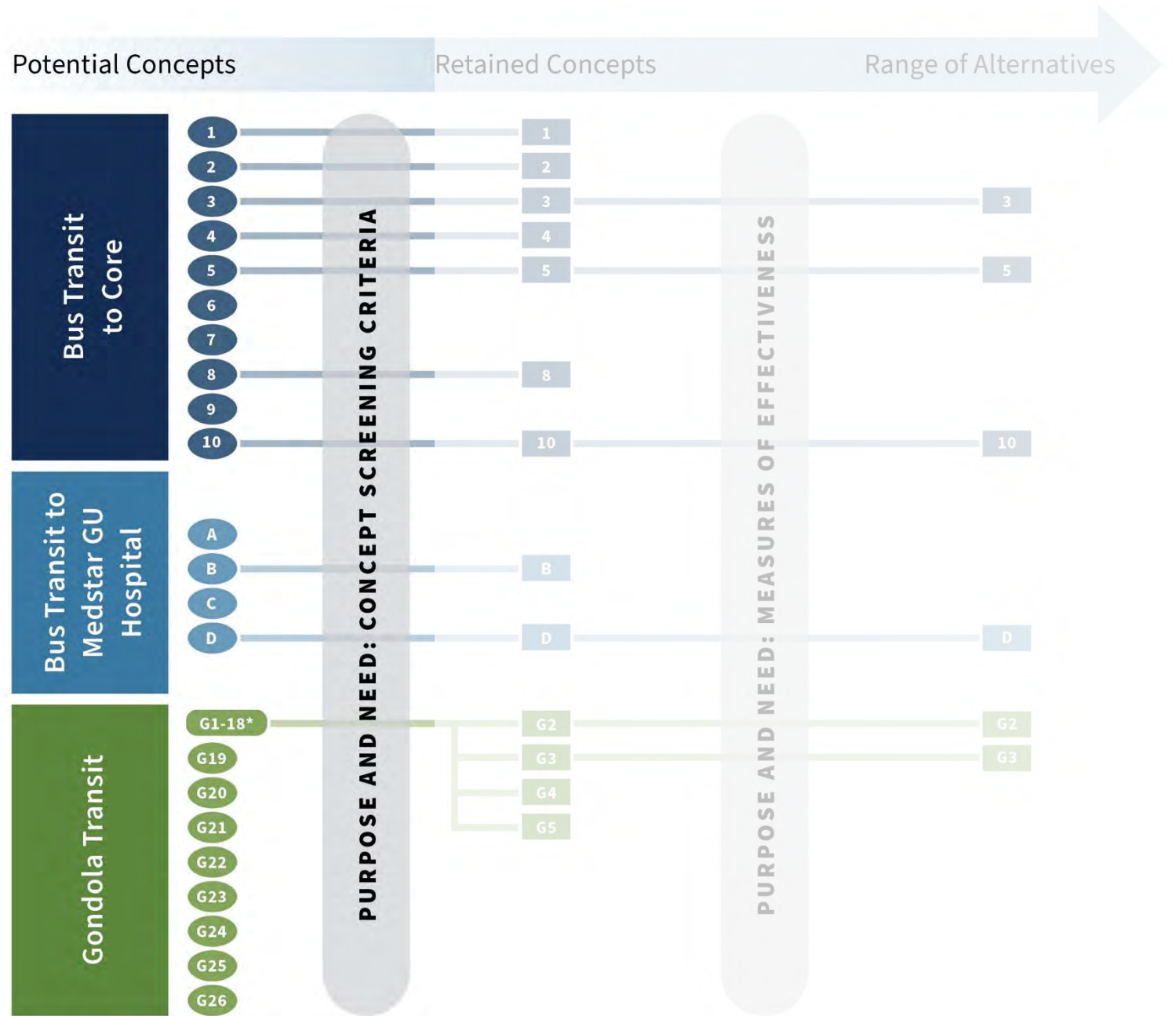
G26



Rosslyn to Georgetown University and Medstar GU Hospital



### 3 Defining Screening Criteria



\* 2016 Feasibility Study Concepts



# Concept Screening Criteria

Screening Criterion	Purpose and Need Element	Methodology
1. Accommodation of dedicated infrastructure.	Need for reliable, frequent, safe, and sustainable non-auto connection	Verify that route includes segments along which dedicated infrastructure can potentially be accommodated
2. No circuitous routes or significant operational challenges	Need for reliable, frequent, safe, and sustainable non-auto connection	Review route for directness and conditions that may create operational challenges
3. Opportunity to bring more Equity Emphasis Areas (EEAs) within the 30-minute transit-shed	Need to equitably meet the needs of all users	Verify that any potential increase in the 30-minute transit shed would increase the transit shed's overlap with EEAs
4. No loss of natural or recreational open space area or historic structure	Need to balance transit access improvements with historic preservation and environmental considerations	Identify natural or recreational open spaces or structures that would likely have to be lost or demolished to construct the option

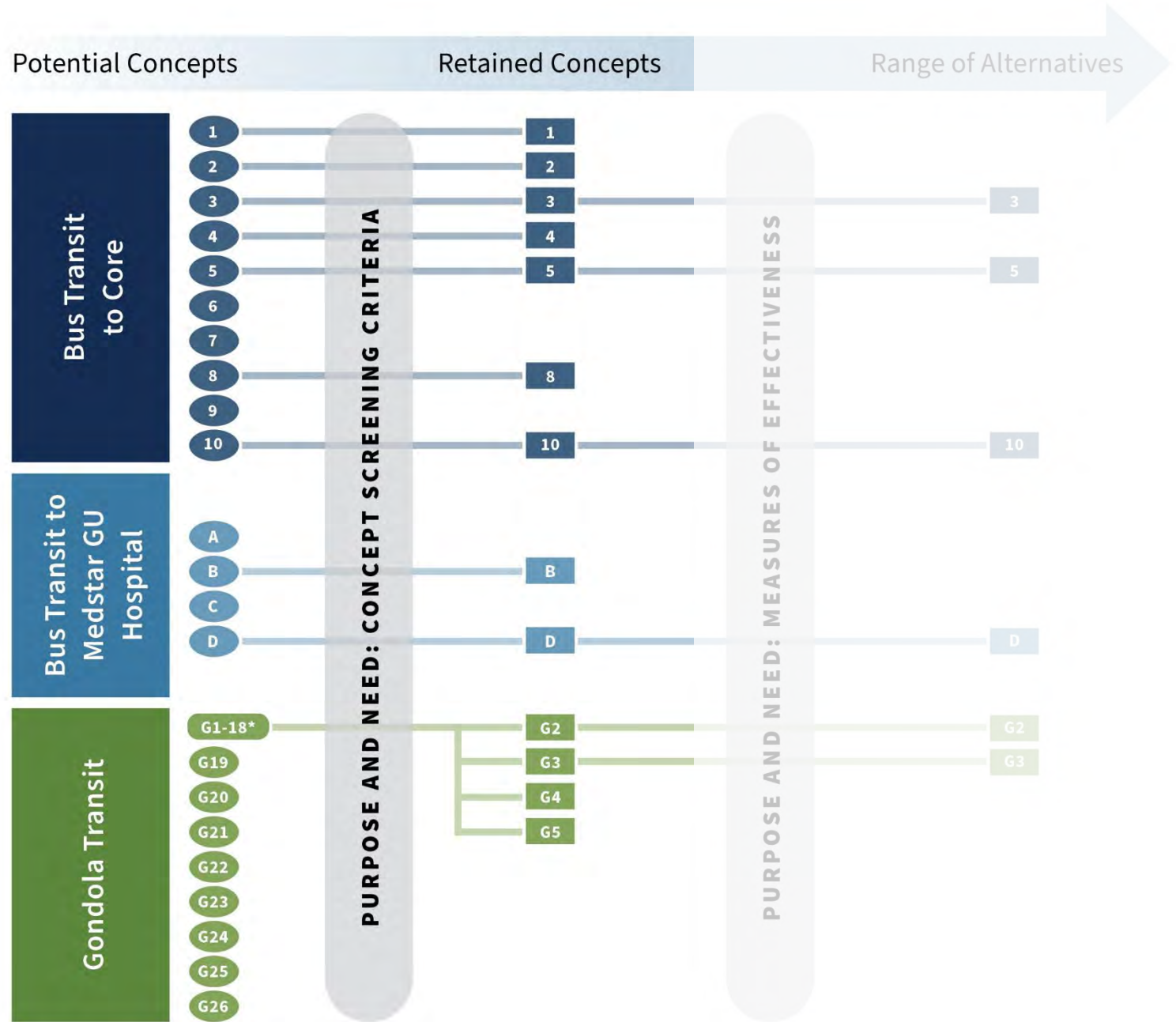


*Concepts that would not meet all screening criteria would not meet the Purpose and Need and were eliminated*





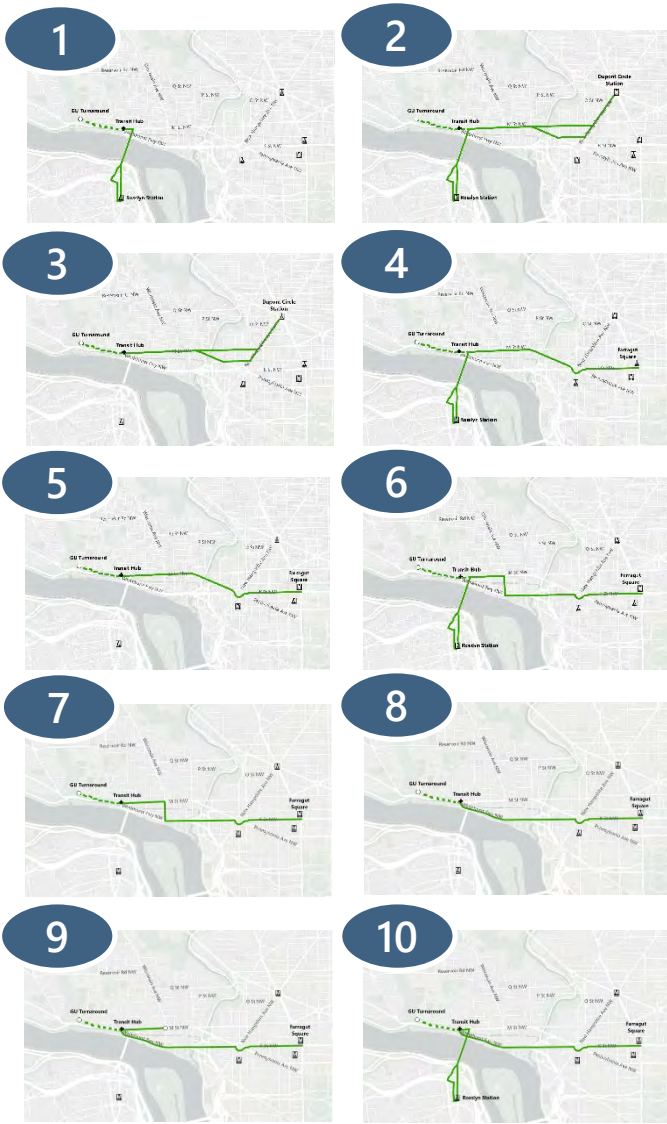
# 4 Screening the Concepts



\* 2016 Feasibility Study Concepts

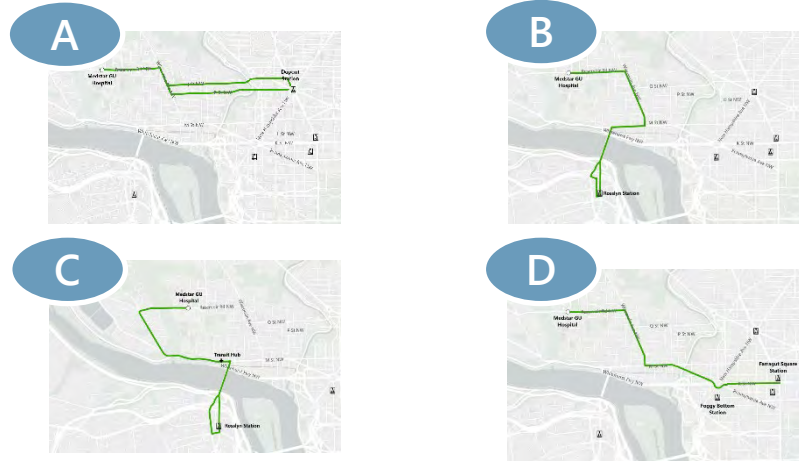


# Concepts to be Screened



Bus Transit to Core Concepts

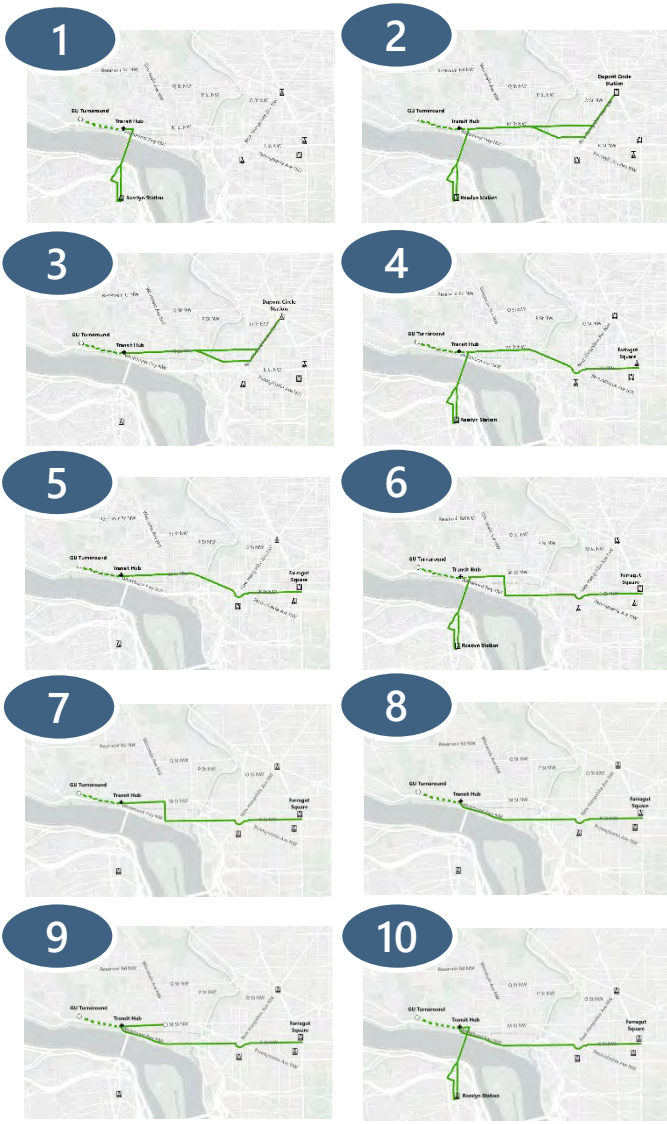
## Bus Transit to Medstar GU Hospital Concepts



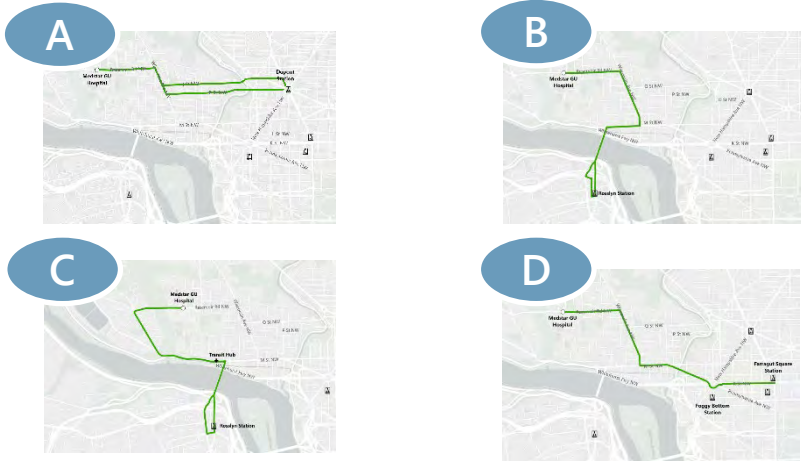
Gondola Concepts

Georgetown Landing Locations	Rosslyn Landing Corridor		
	Fort Myer Drive	N. Moore Street	N. Lynn Street
Potential Transit Hub	<b>G1</b>	<b>G2</b>	<b>G3</b>
Georgetown Car Barn	<b>G4</b>	<b>G5</b>	<b>G6</b>
Key Park	<b>G7</b>	<b>G8</b>	<b>G9</b>
Aqueduct	<b>G10</b>	<b>G11</b>	<b>G12</b>
3401 Water Street	<b>G13</b>	<b>G14</b>	<b>G15</b>
Georgetown University at Prospect Street	<b>G16</b>	<b>G17</b>	<b>G18</b>

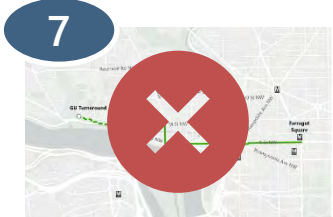




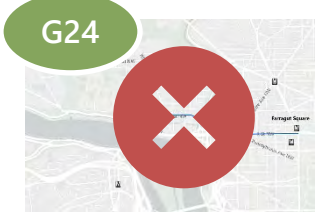
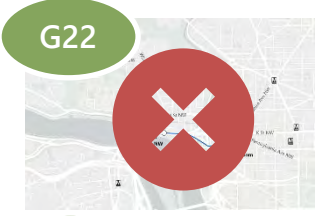
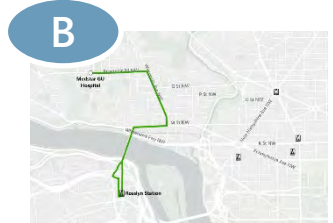
**Concepts G1, G4, and G7-26 fail Criterion 1** because they require turning stations that would make them infeasible in the urban context of Rosslyn and Georgetown.



Georgetown Landing Locations	Rosslyn Landing Corridor		
	Fort Myer Drive	N. Moore Street	N. Lynn Street
Potential Transit Hub	<b>G1</b>	<b>G2</b>	<b>G3</b>
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Aqueduct	<b>G10</b>	<b>G11</b>	<b>G12</b>
3401 Water Street	<b>G13</b>	<b>G14</b>	<b>G15</b>
Georgetown University at Prospect Street	<b>G16</b>	<b>G17</b>	<b>G18</b>



**Concepts 6, 7, 9, A, and C fail Criterion 2 because they are circuitous or present significant operational challenges**

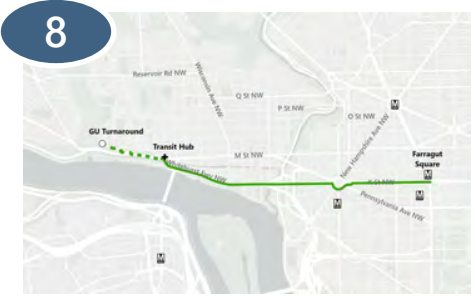
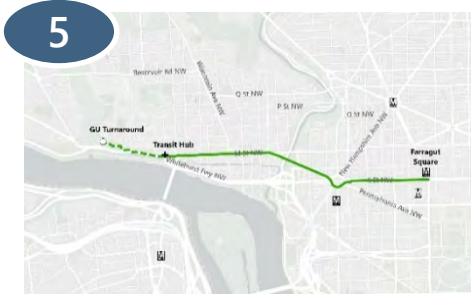
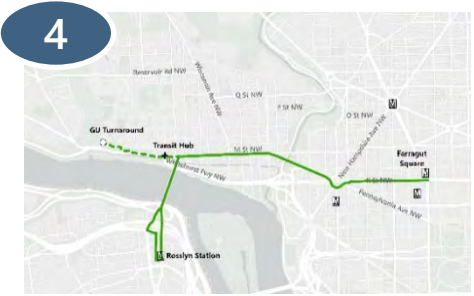
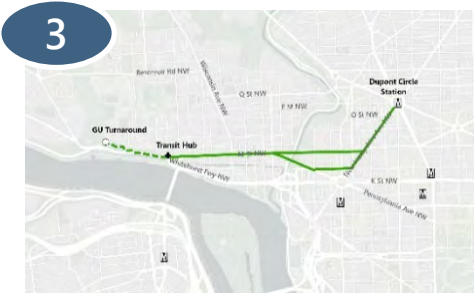
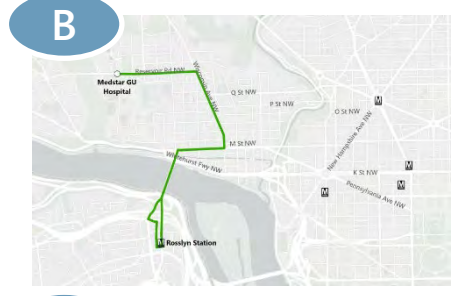
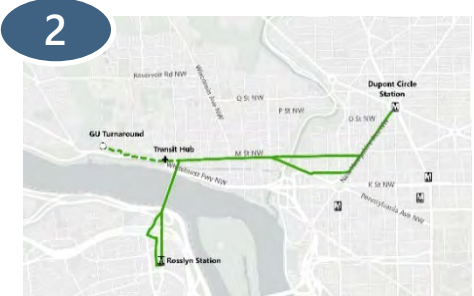
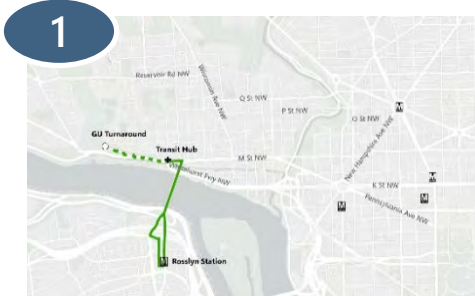


Georgetown Landing Locations	Rosslyn Landing Corridor		
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Georgetown University at Prospect Street	<b>G16</b>	<b>G17</b>	<b>G18</b>





# Screening Results



Bus Transit to Medstar GU Hospital Concepts



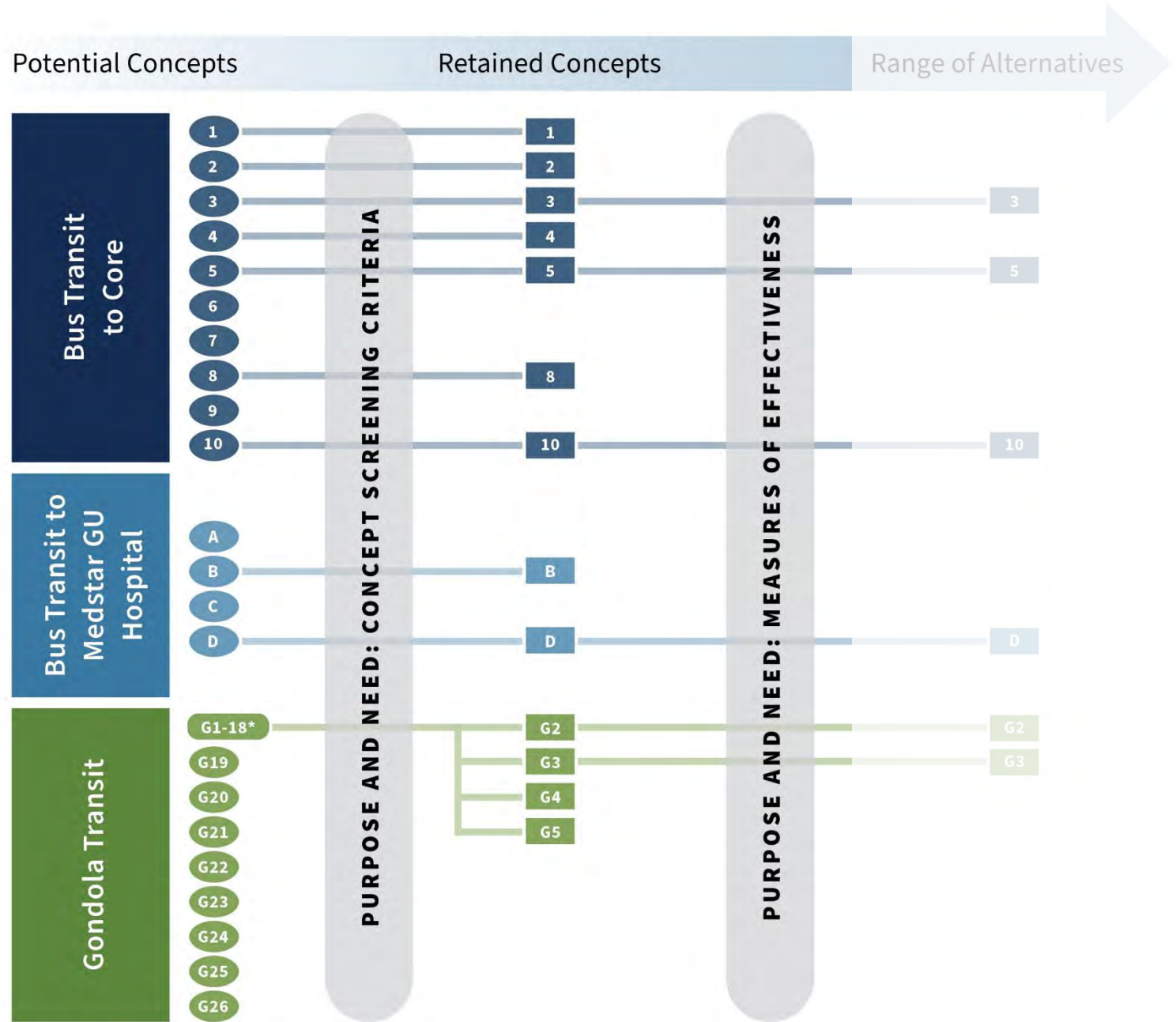
Bus Transit to Core Concepts

Gondola Concepts





# 5 Defining Measures of Effectiveness



\* 2016 Feasibility Study Concepts





# Measures of Effectiveness

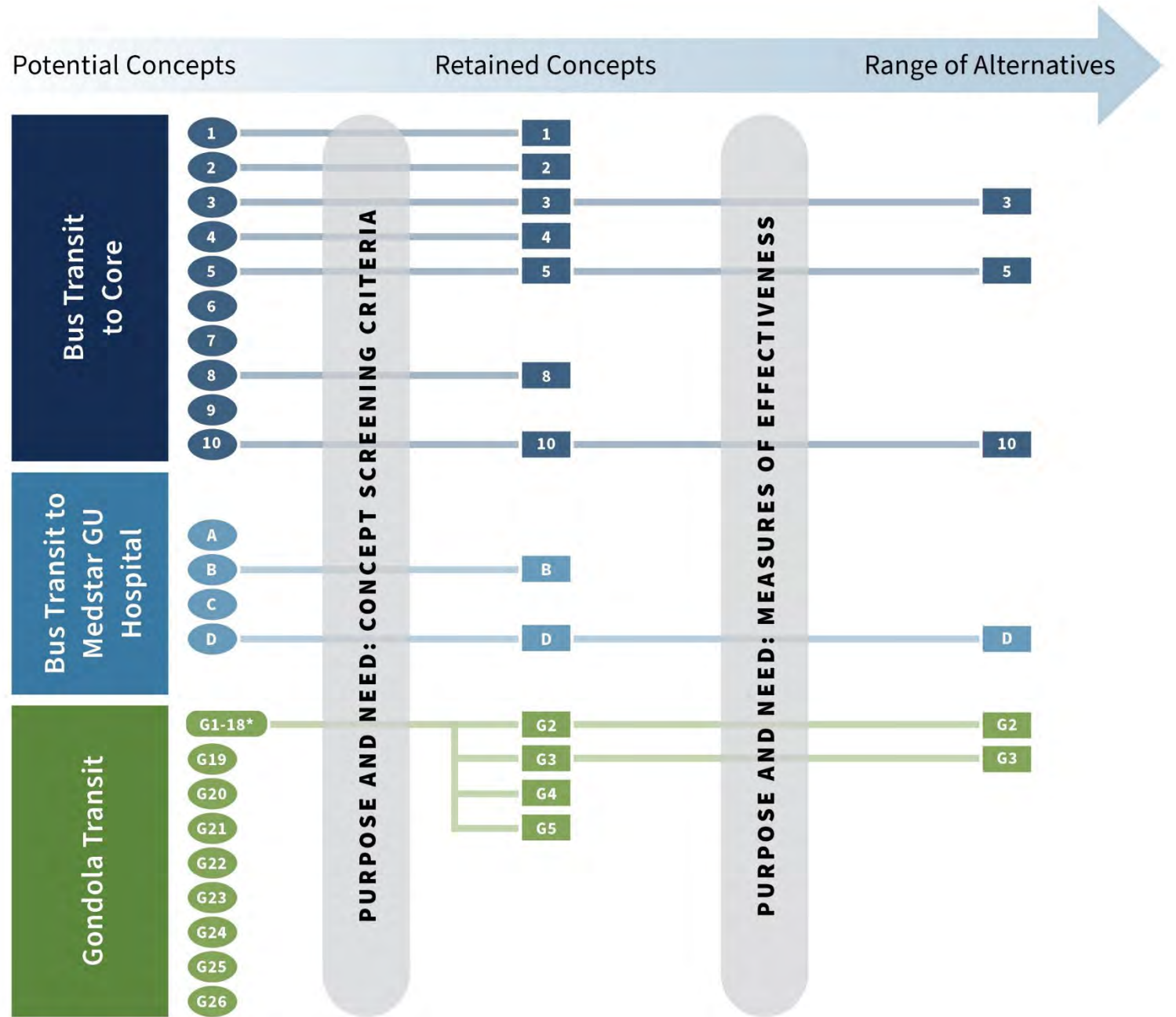
Measure of Effectiveness	Purpose and Need Element or Feasibility Factor	Methodology
1. Percentage of jobs in Georgetown within ¼ mile	Need to provide transit access to employment centers	Number of jobs within a ¼-mile radius of each stop
2. Proximity to the “core”	Need to provide transit access to employment centers	Shortest walking distance from nearest stop to the “core”
3. Percentage of dedicated lanes/infrastructure	Need for improved connections between Georgetown and regional rapid transit	Length of potential dedicated lanes/infrastructure along the concept’s length
4. Increase in the 30-minute transit shed	Need for improved connections between Georgetown and regional rapid transit	Number of households added to the 30-minute transit sheds from the “Core,” Georgetown University, and Medstar GU Hospital
5. Decrease in travel time variability	Need for improved connections between Georgetown and regional rapid transit	Qualitative review of how potential dedicated lane available would reduce variability
6. Proportion of 30-minute transit shed within Equity Emphasis Areas	Need for more equitable access	Number of households within EEAs added to the 30-minute transit sheds from the “Core,” Georgetown University, and Medstar GU Hospital
7. Opportunities for pedestrian and bicycle enhancements	Need for improved non-auto transportation options	High-level qualitative review of parallel and adjacent opportunities for pedestrian and bicycle improvements
8. Complexity of regulatory path	Regulatory Complexity	High-level qualitative regulatory review
9. Potential construction costs or construction duration of an extraordinary magnitude	Constructability	High-level qualitative constructability review

# Measures of Effectiveness-Quantitative

Measure of Effectiveness	Purpose and Need Element or Feasibility Factor	Methodology
1. Percentage of jobs in Georgetown within ¼ mile	Need to provide transit access to employment centers	Number of jobs within a ¼-mile radius of each stop
2. Proximity to the "core"	Need to provide transit access to employment centers	Shortest walking distance from nearest stop to the "core"
3. Percentage of dedicated lanes/infrastructure	Need for improved connections between Georgetown and regional rapid transit	Length of potential dedicated lanes/infrastructure along the concept's length
4. Increase in the 30-minute transit shed	Need for improved connections between Georgetown and regional rapid transit	Number of households added to the 30-minute transit sheds from the "Core," Georgetown University, and Medstar GU Hospital
5. Decrease in travel time variability	Need for improved connections between Georgetown and regional rapid transit	Qualitative review of how potential dedicated lane available would reduce variability
6. Proportion of 30-minute transit shed within Equity Emphasis Areas	Need for more equitable access	Number of households within EEAs added to the 30-minute transit sheds from the "Core," Georgetown University, and Medstar GU Hospital
7. Opportunities for pedestrian and bicycle enhancements	Need for improved non-auto transportation options	High-level qualitative review of parallel and adjacent opportunities for pedestrian and bicycle improvements
8. Complexity of regulatory path	Regulatory Complexity	High-level qualitative regulatory review
9. Potential construction costs or construction duration of an extraordinary magnitude	Constructability	High-level qualitative constructability review



# 6 Screening for the Measures of Effectiveness



\* 2016 Feasibility Study Concepts



# Evaluation Process

## STEP 1

### Quantitative MOEs

1. Measure performance of each retained concept
2. Assign rank to concepts in order of performance from 1 (top quartile) to 4 (bottom quartile)
3. Sum up rankings to obtain a cumulative score (4 = Best possible score; 16 = Worst possible score)
4. Retain the concepts that:
  - a. Have the best score
  - b. Have a lower score but include a concept element not included in the better scored concepts
  - c. Have a lower score but include a mode not included in the better scored concepts

## STEP 2

### Qualitative MOEs

- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

Identify preliminary range of alternatives



# Evaluation Process

## STEP 1

### Quantitative MOEs

1. Measure performance of each retained concept
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## STEP 2

### Qualitative MOEs

- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

Identify preliminary range of alternatives

# Quantitative Measures of Effectiveness Results

Concept	MOE 1	MOE 2	MOE 3	MOE 4	MOE 6
	% of Jobs within ¼ Mile	Distance from Core	% of Dedicated Infrastructure	Transit Shed Increase in Number of HH (Core/GU/H)	EEA Transit Shed Increase in Number of HH (Core/GU/H)
<b>1</b>	21%	0.31 mile	35%	0/5143/1806	0/722/0
<b>2</b>	58%	0.21 mile	86%	5098/0/1197	412/0/0
<b>3</b>	74%	0.21 mile	88%	4739/1282/0	143/1/0
<b>4</b>	58%	0.21 mile	68%	7233/40/574	2797/0/0
<b>5</b>	74%	0.21 mile	64%	10764/13551/393	5346/7363/21
<b>8</b>	21%	0.31 mile	85%	0/176/0	0/86/0
<b>10</b>	21%	0.31 mile	71%	0/9608/1386	0/1659/0
<b>B</b>	66%	0.21 mile	78%	0/0/21731	0/0/1269
<b>D</b>	74%	0.21 mile	72%	5857/0/29916	3332/0/5475
<b>G2</b>	21%	0.31 mile	100%	0/22404/6337	0/5014/188
<b>G3</b>	21%	0.31 mile	100%	0/22404/6337	0/5014/188
<b>G5</b>	21%	0.30 mile	100%	0/22404/6337	0/5014/188
<b>G6</b>	21%	0.30 mile	100%	0/22404/6337	0/5014/188





# Evaluation Process

## STEP 1

### Quantitative MOEs

1. Measure performance of each retained concept
2. Assign rank to concepts in order of performance from 1 (top quartile) to 4 (bottom quartile)
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## STEP 2

### Qualitative MOEs

- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

Identify preliminary range of alternatives

# Quantitative Measures of Effectiveness Rankings

Concept	MOE 1	MOE 2	MOE 3	MOE 4	MOE 6
	% of Jobs within ¼ Mile	Distance from Core	% of Dedicated Infrastructure	Transit Shed Increase in Number of HH (Core/GU/H)	EEA Transit Shed Increase in Number of HH (Core/GU/H)
1	4	2	3	2	3
2	2	1	1	3	3
3	2	1	1	2	2
4	2	1	2	2	2
5	2	1	2	1	1
8	4	2	1	4	3
10	4	2	2	2	2
B	2	1	1	3	2
D	2	1	2	1	1
<b>G2</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>G3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>G5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>G6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>



# Evaluation Process

## STEP 1

### Quantitative MOEs

1. Measure performance of each retained concept
2. Assign rank to concepts in order of performance from 1 (top quartile) to 4 (bottom quartile)
3. Sum up rankings to obtain a cumulative score (4 = Best possible score; 16 = Worst possible score)
4. Retain the concepts that:
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  - b. Have a lower score but include a concept element not included in the better scored concepts
  - c. Have a lower score but include a mode not included in the better scored concepts

## STEP 2

### Qualitative MOEs

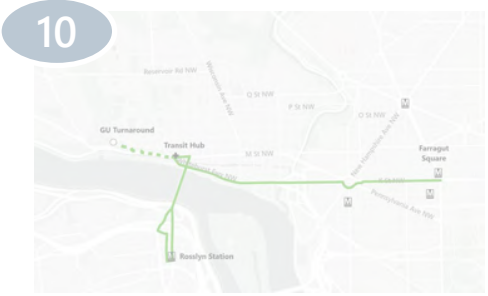
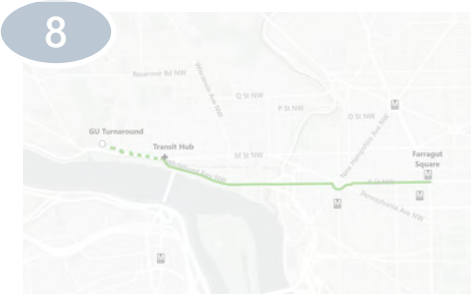
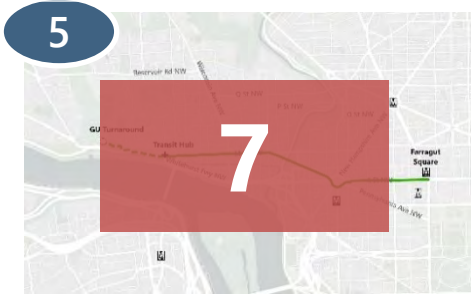
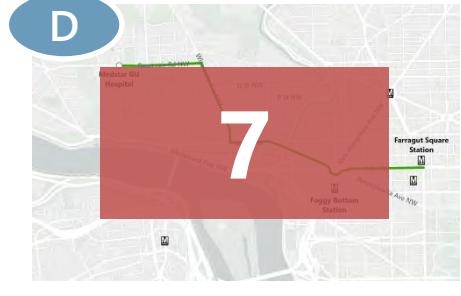
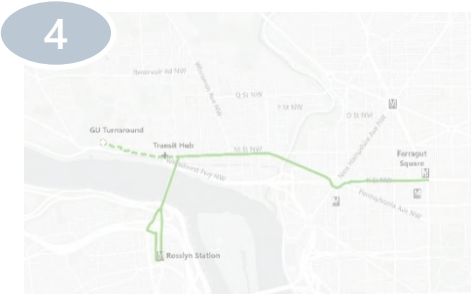
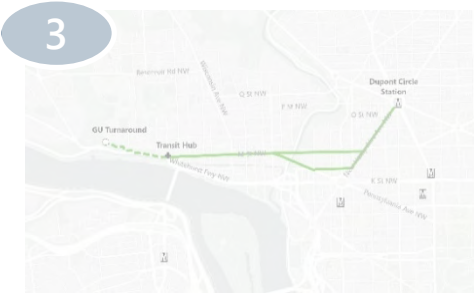
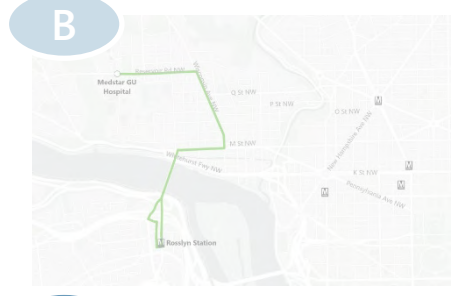
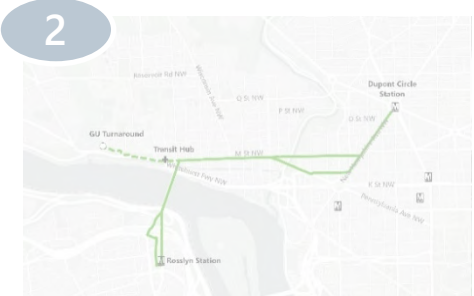
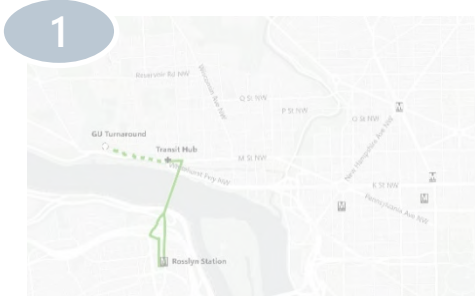
- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

Identify preliminary range of alternatives

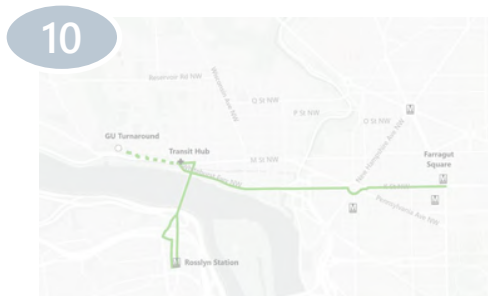
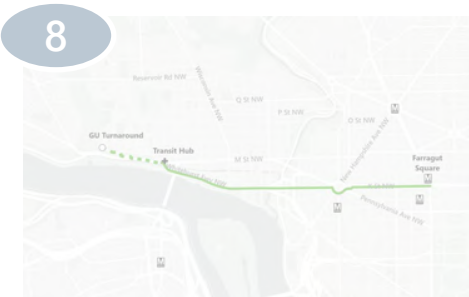
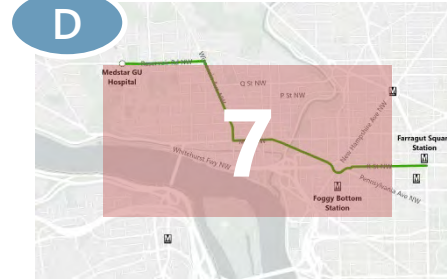
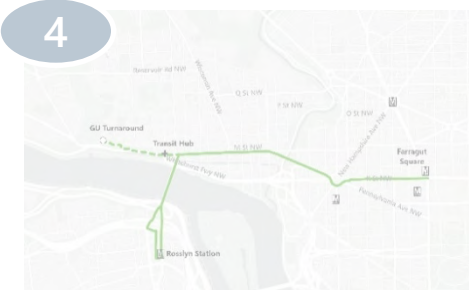
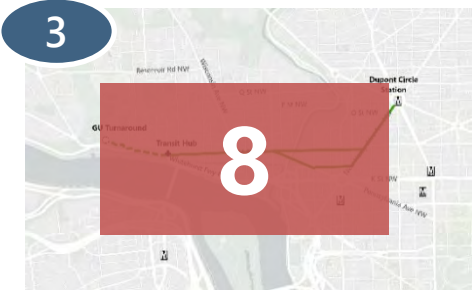
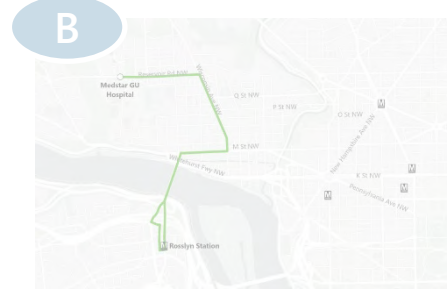
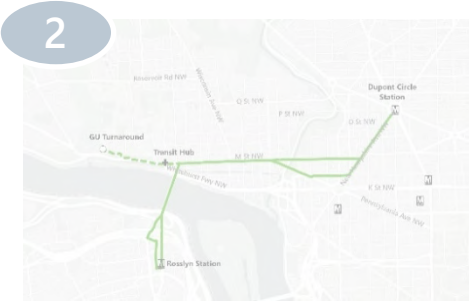
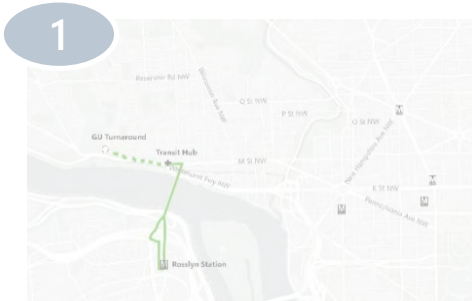


# MOE Cumulative Scores: Best





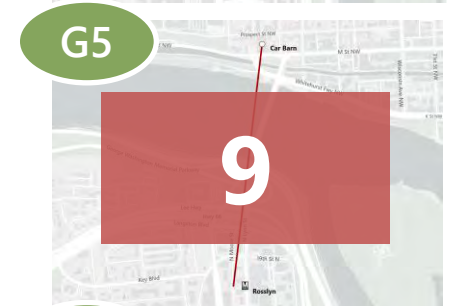
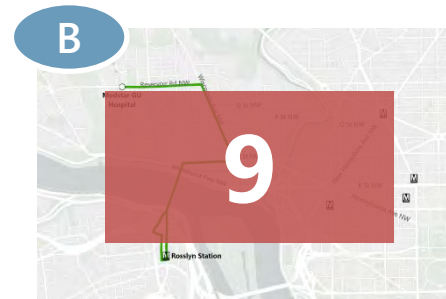
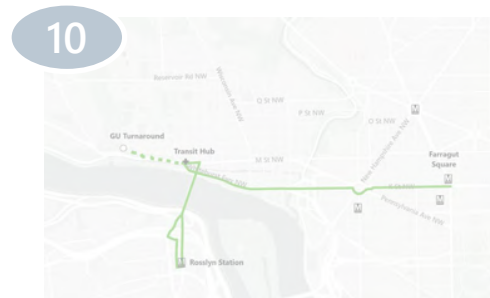
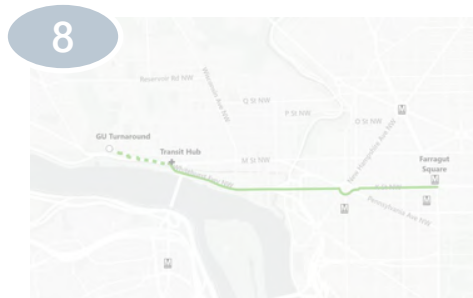
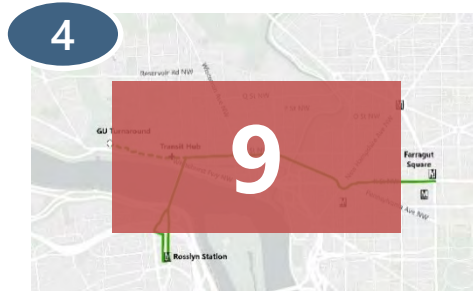
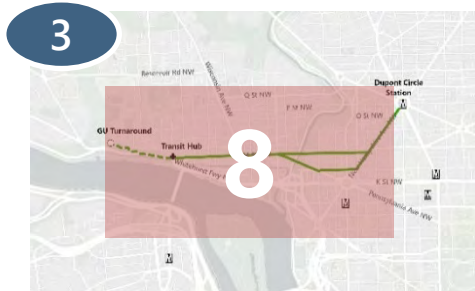
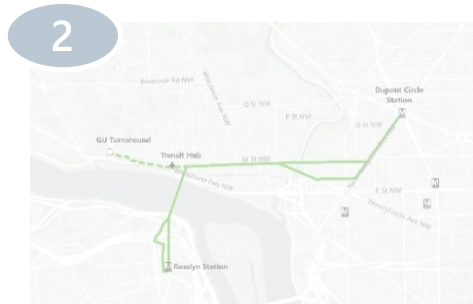
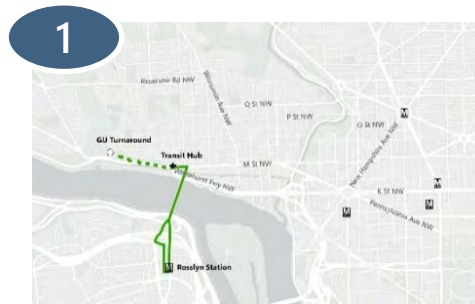
# MOE Cumulative Scores: Second Best







# MOE Cumulative Scores: Third Best

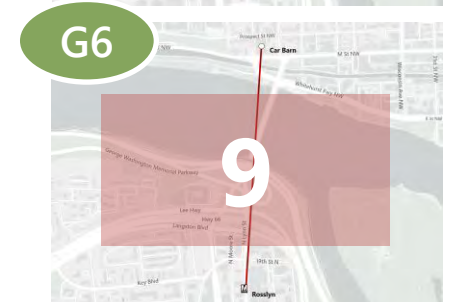
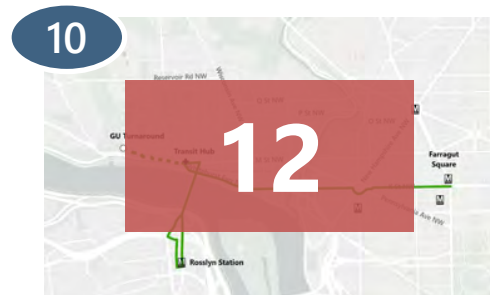
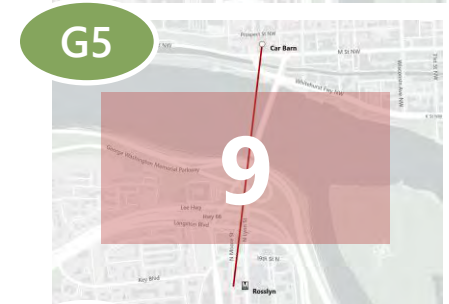
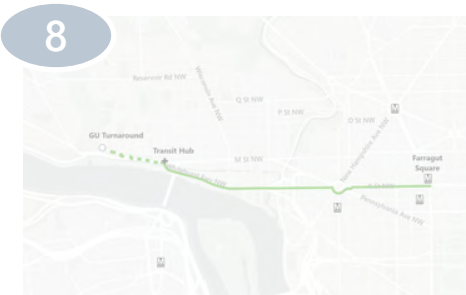
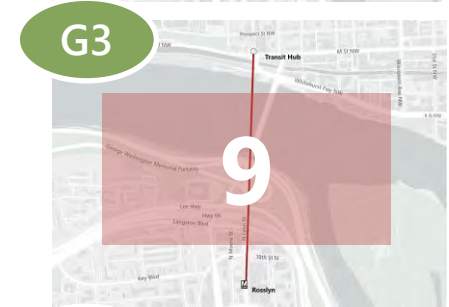
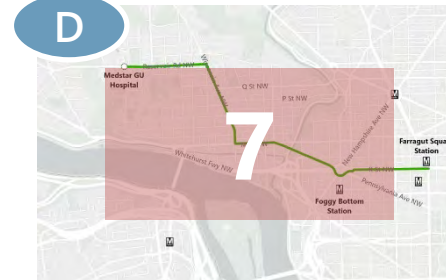
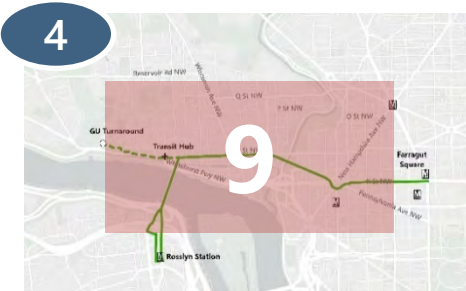
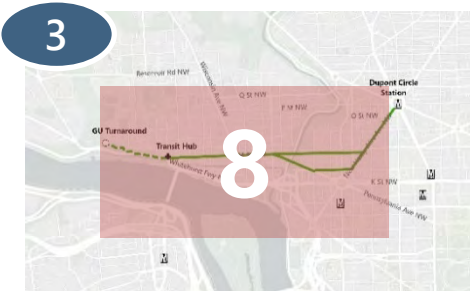
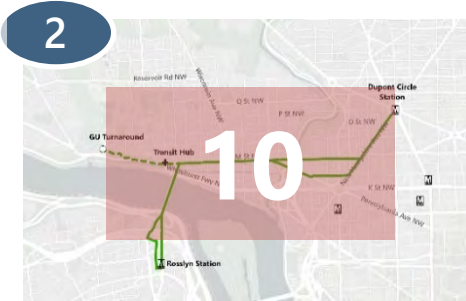
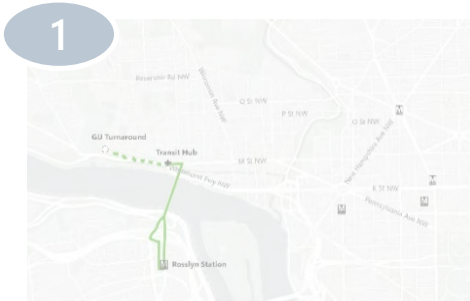




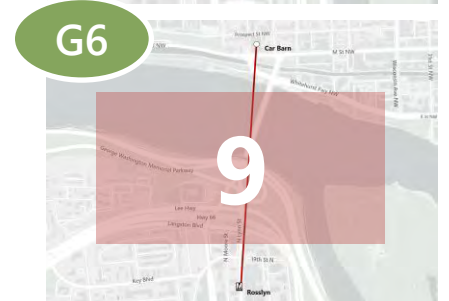
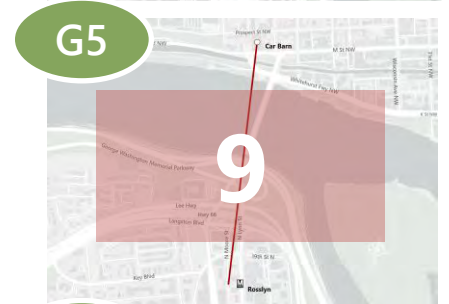
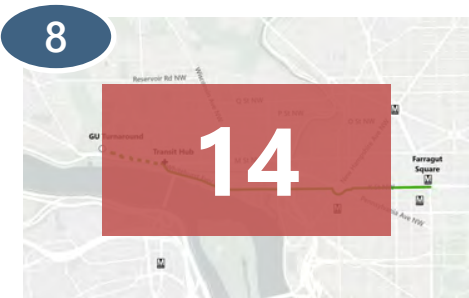
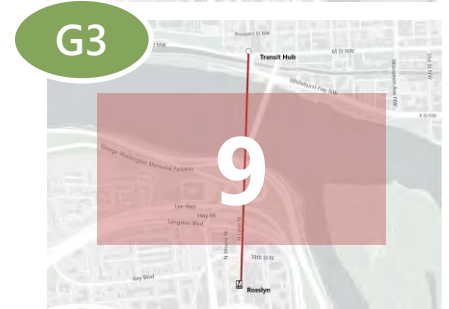
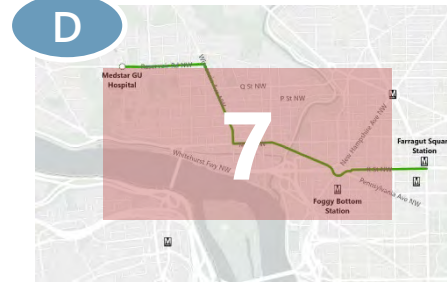
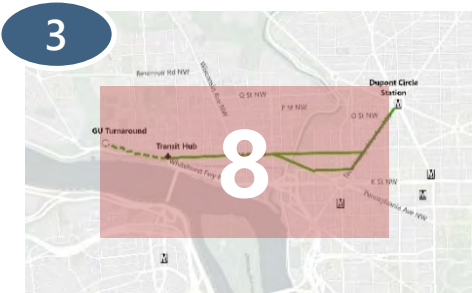
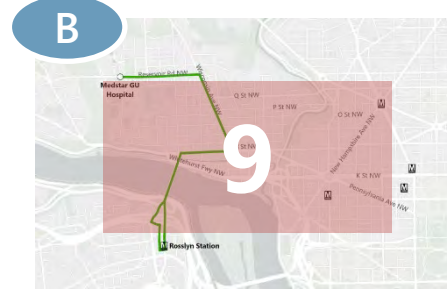
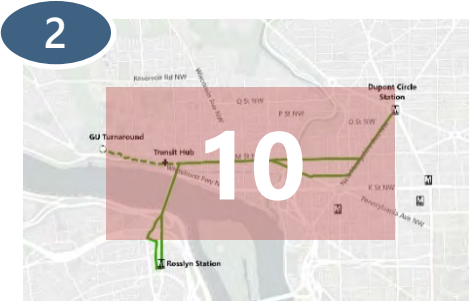
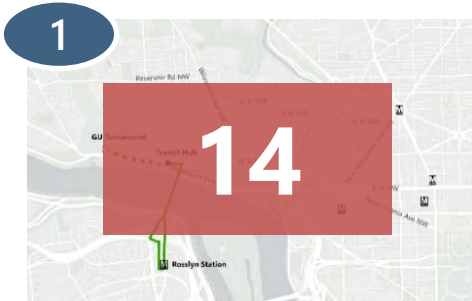




# MOE Cumulative Scores: Fifth Best



# MOE Cumulative Scores: Worst





# Evaluation Process

## STEP 1

### Quantitative MOEs

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## STEP 2

### Qualitative MOEs

- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

Identify preliminary range of alternatives



# PROJECT ELEMENTS: Rosslyn Metro





# PROJECT ELEMENTS: Key Bridge





# PROJECT ELEMENTS: Dupont Circle Metro



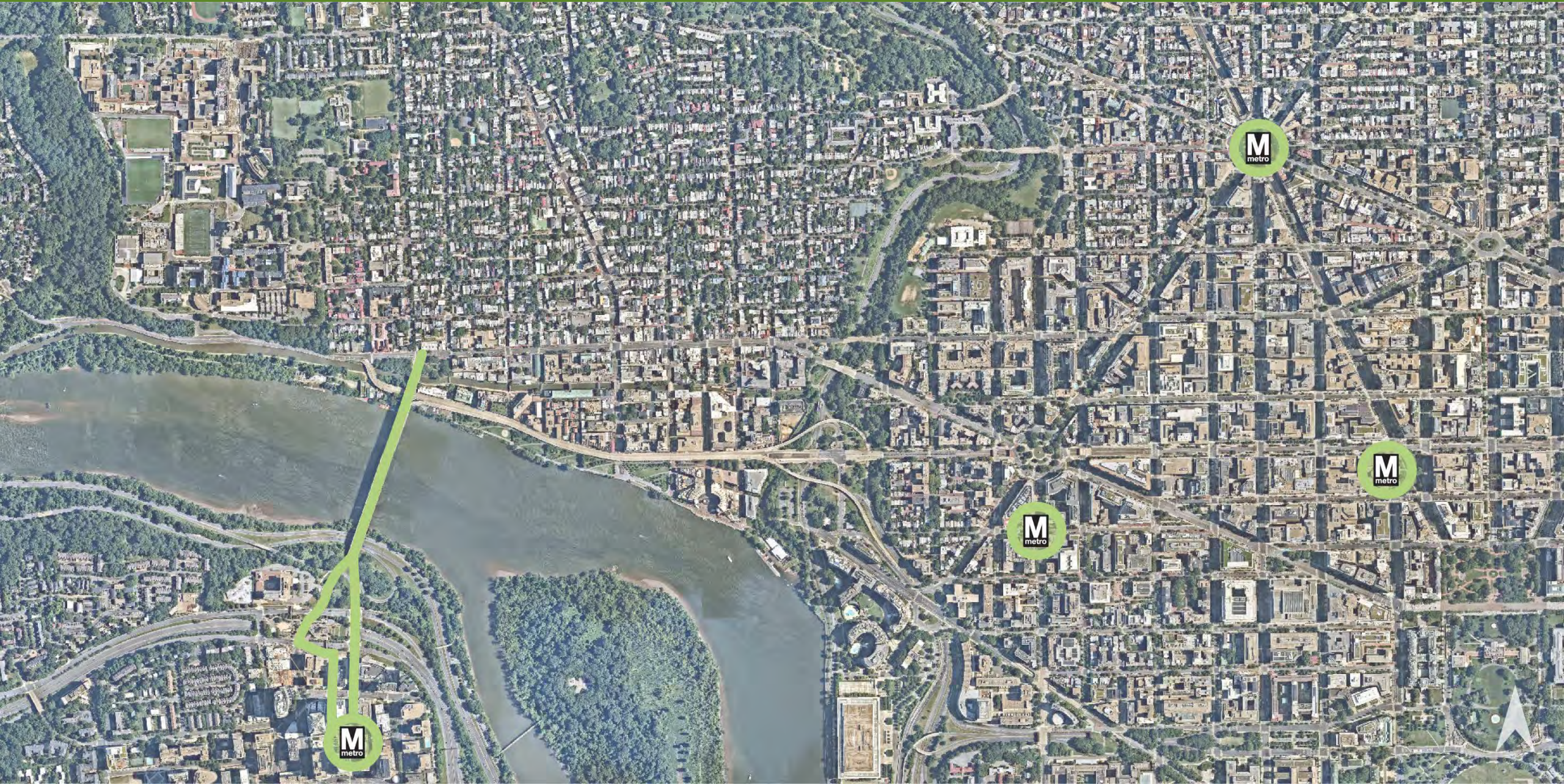


# PROJECT ELEMENTS: Farragut North/West Metro





# PROJECT ELEMENTS: Foggy Bottom Metro



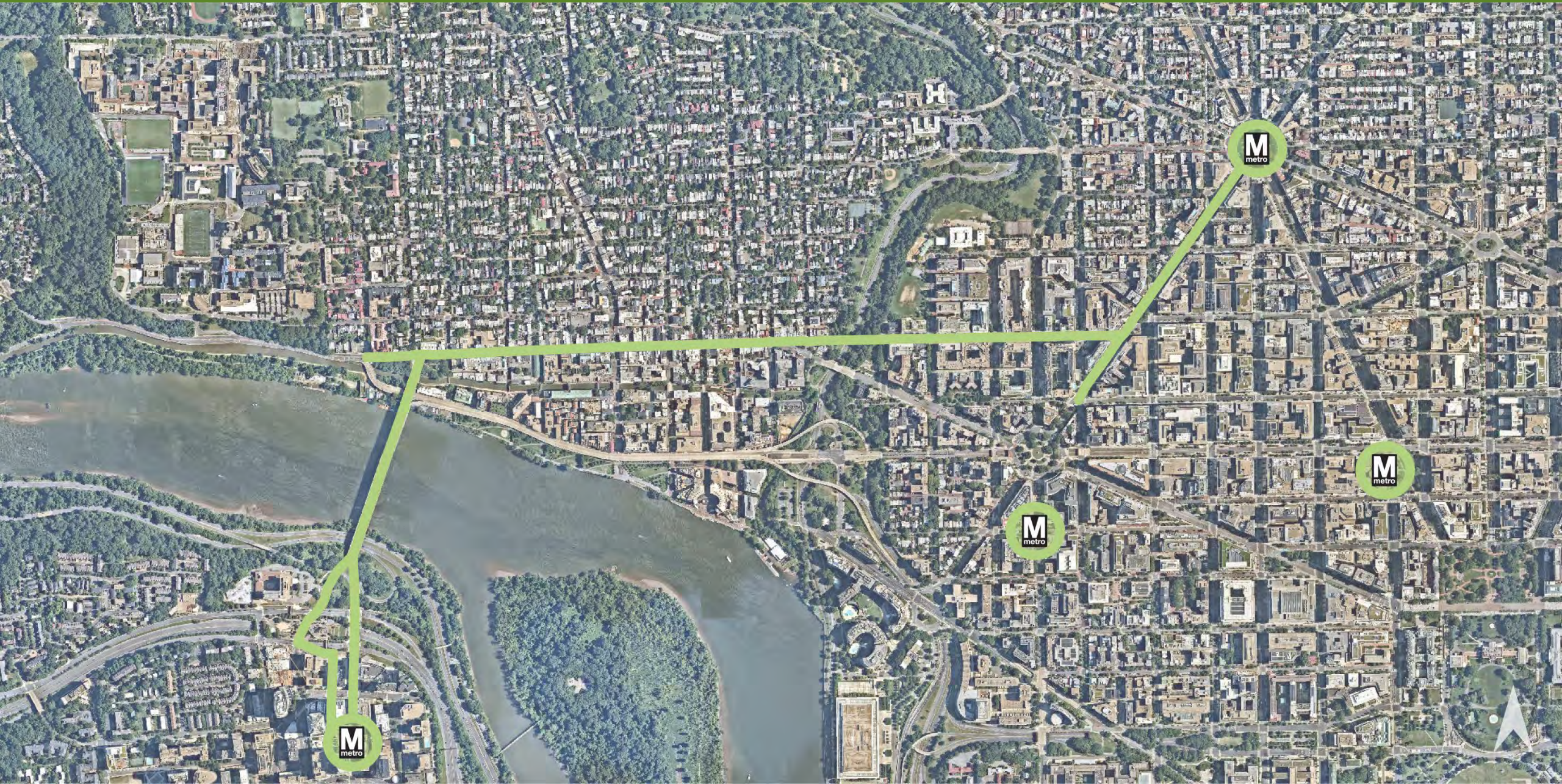


# PROJECT ELEMENTS: New Hampshire Avenue



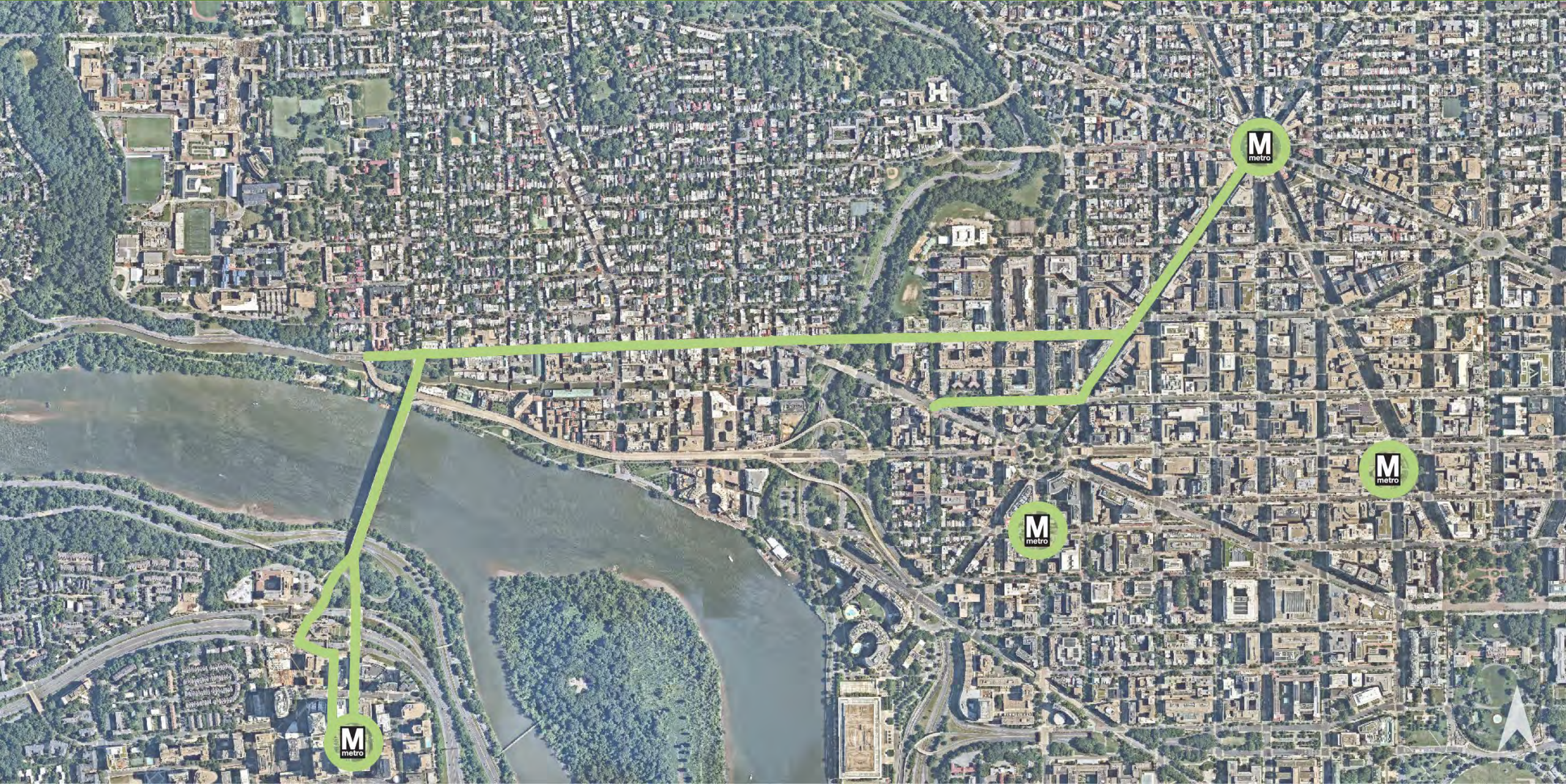


# PROJECT ELEMENTS: M Street



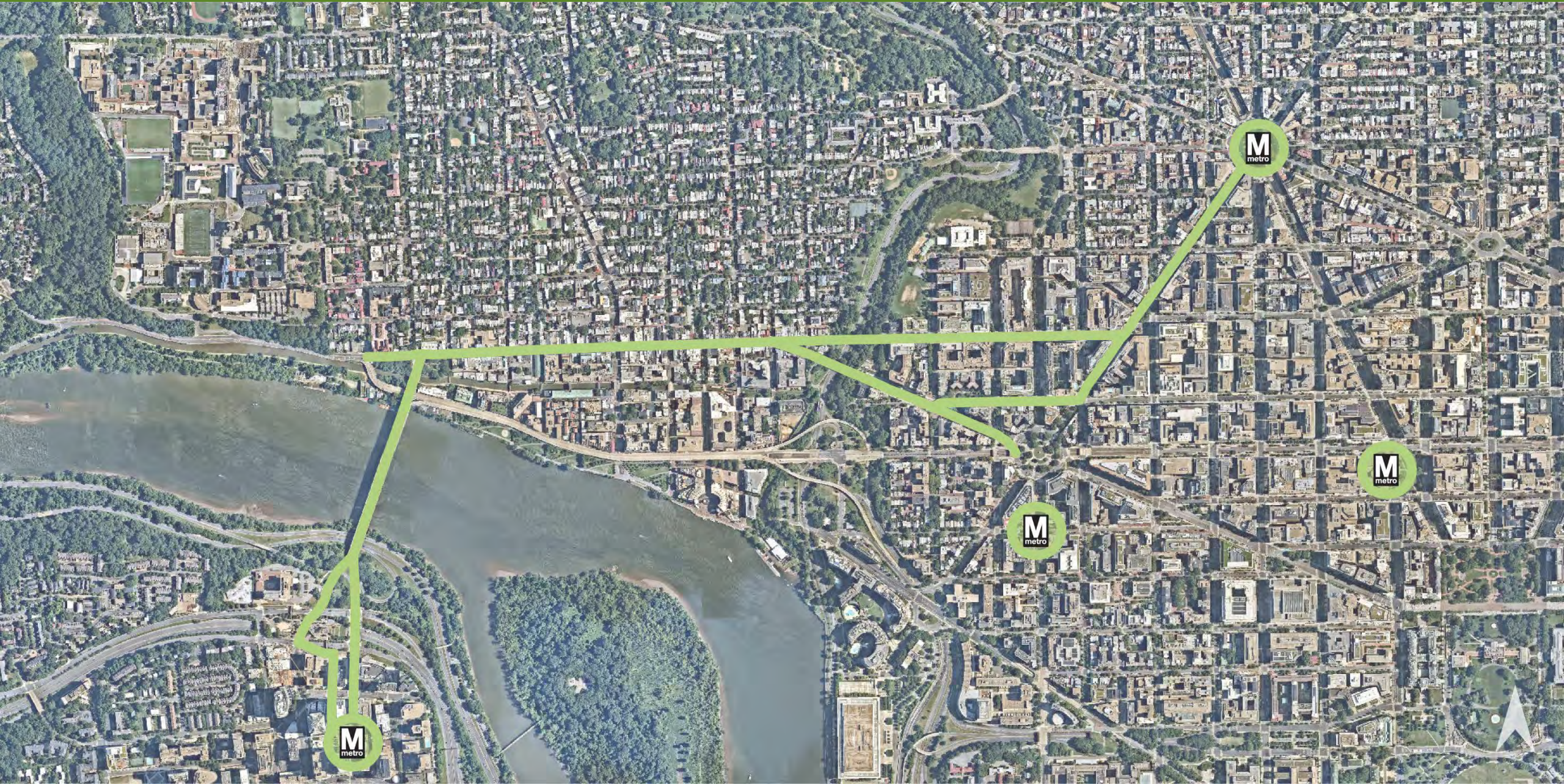


# PROJECT ELEMENTS: L Street





# PROJECT ELEMENTS: Pennsylvania Avenue

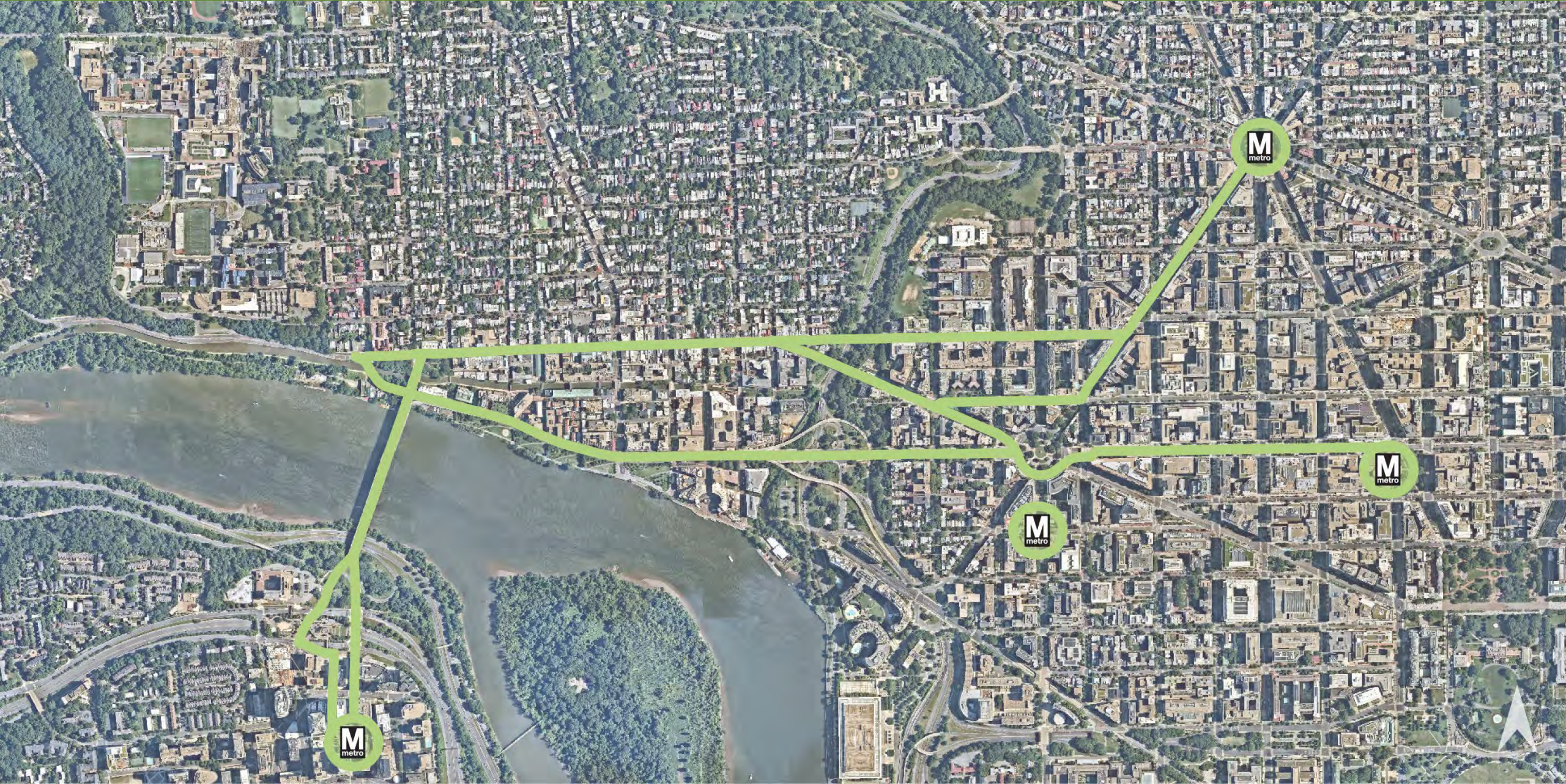






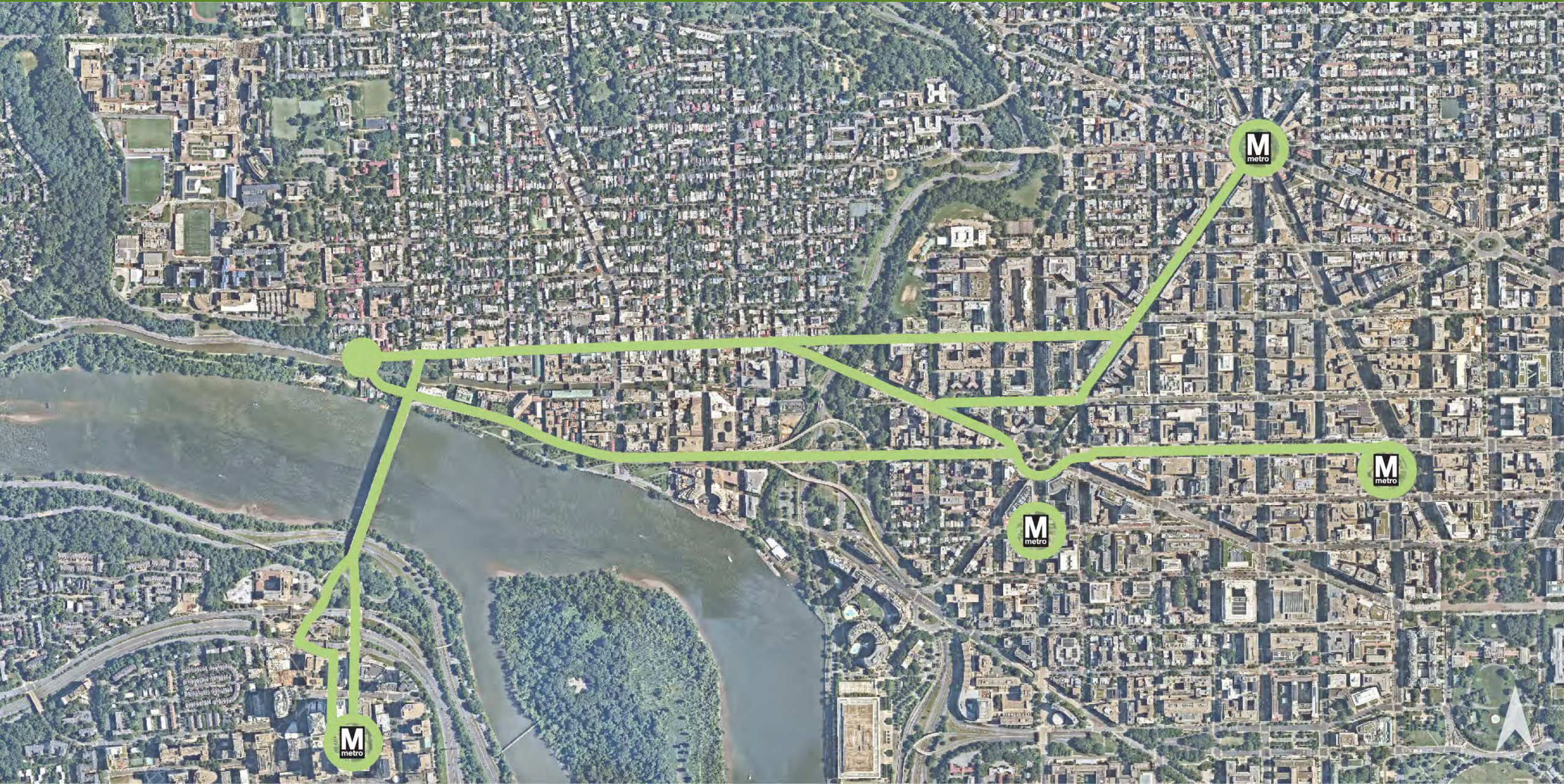


# PROJECT ELEMENTS: Whitehurst Freeway



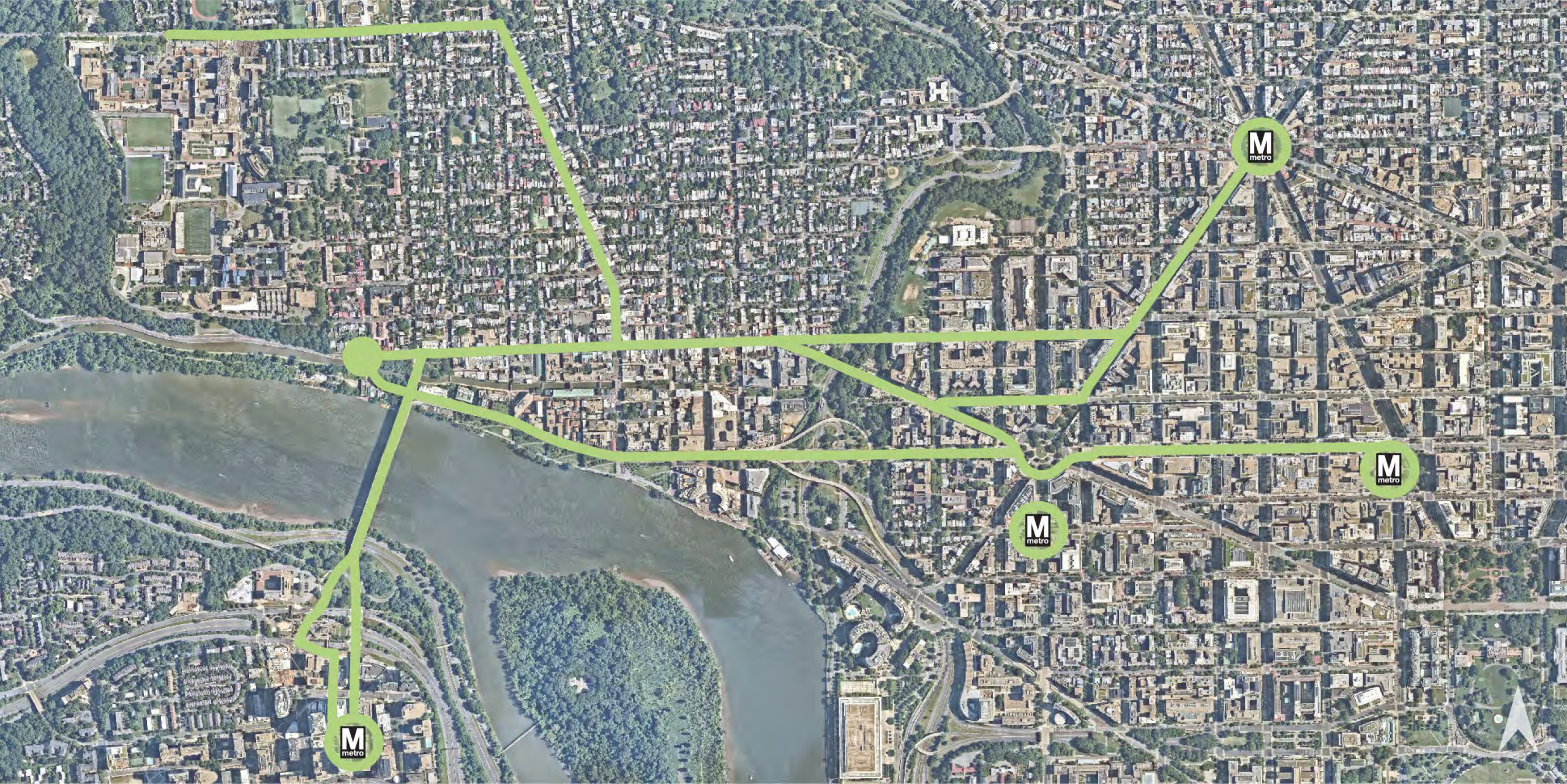


# PROJECT ELEMENTS: Potential Transit Hub



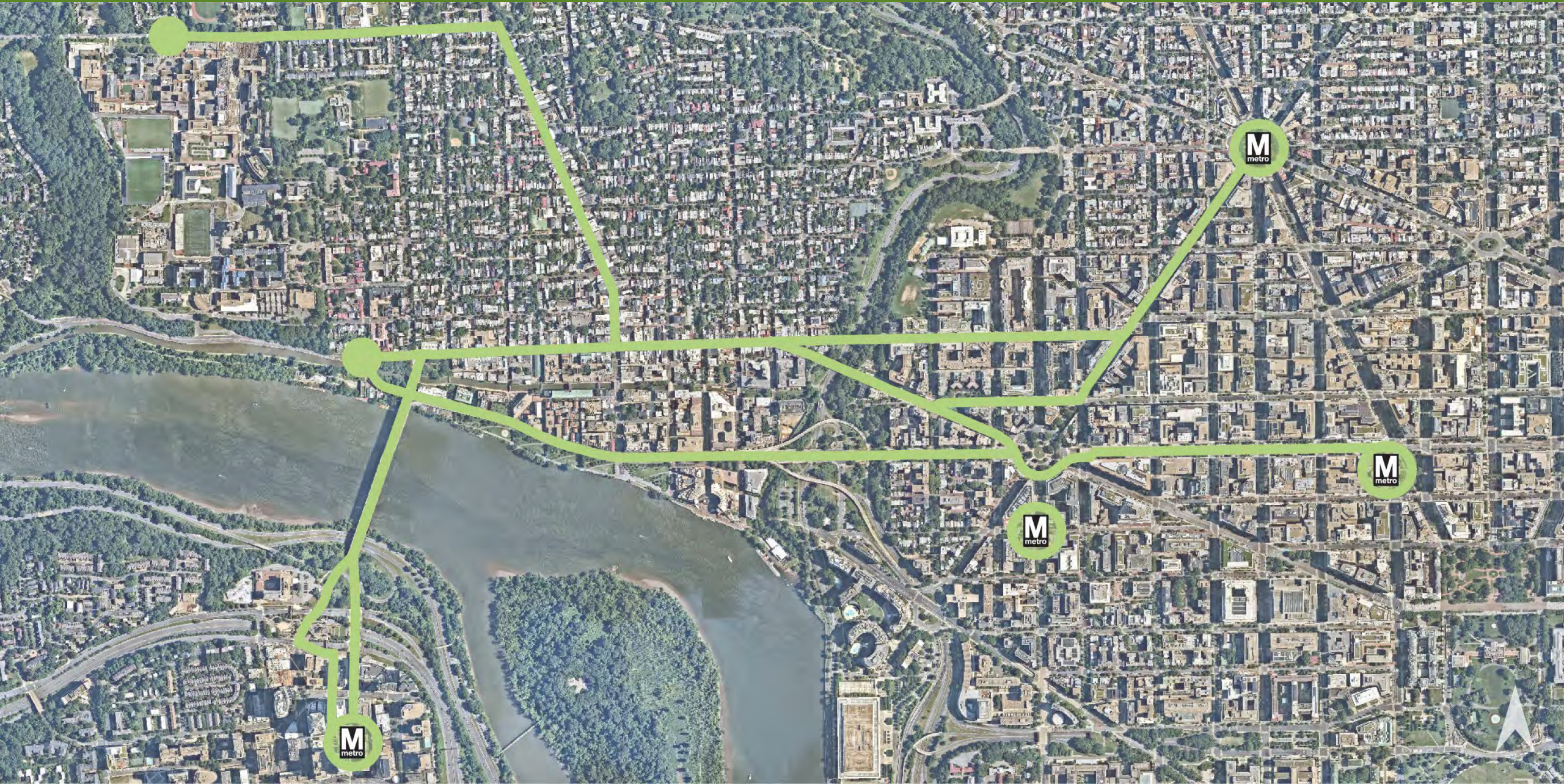


# PROJECT ELEMENTS: Wisconsin Avenue/Reservoir Road





# PROJECT ELEMENTS: Medstar GU Hospital

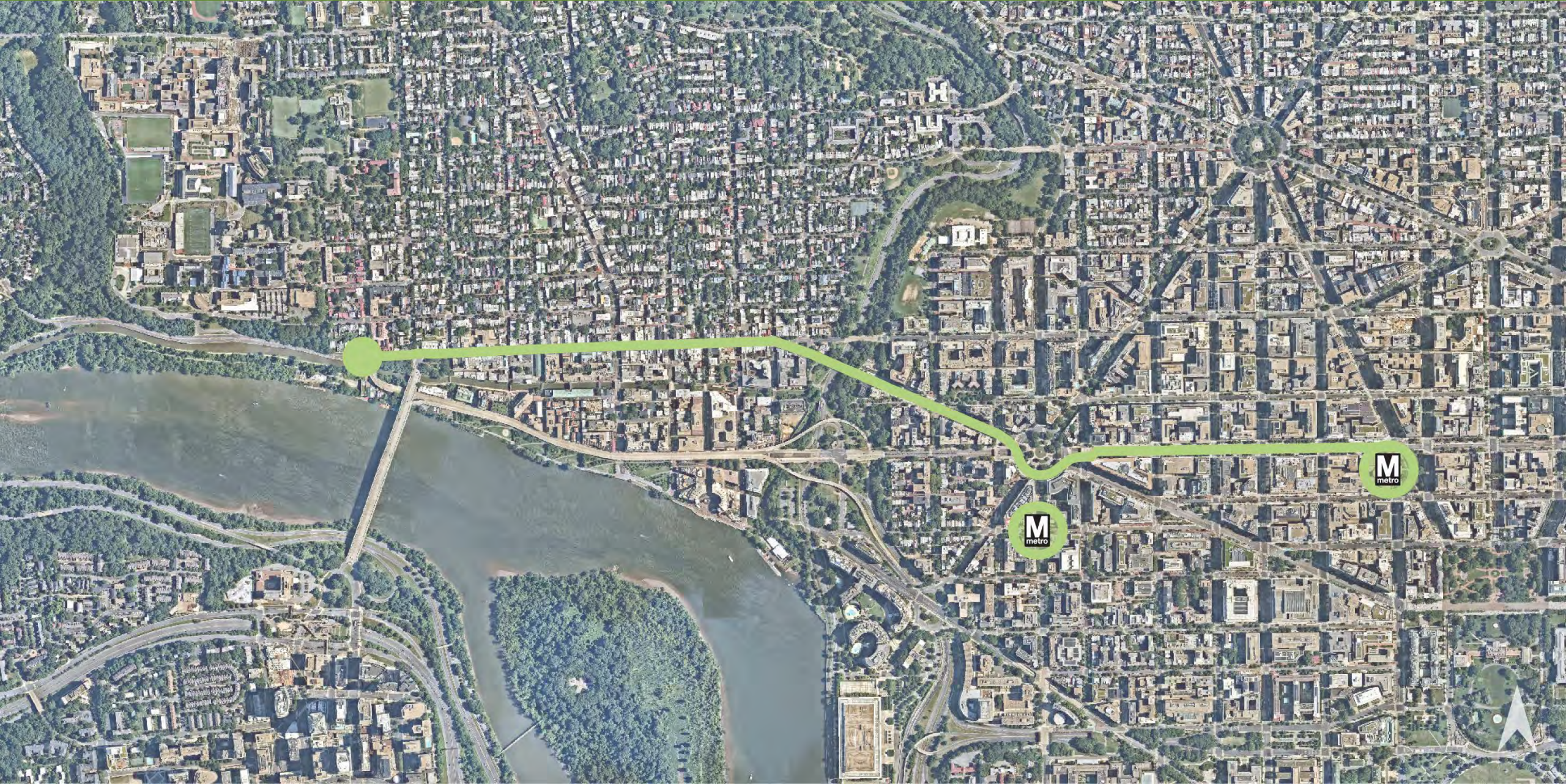






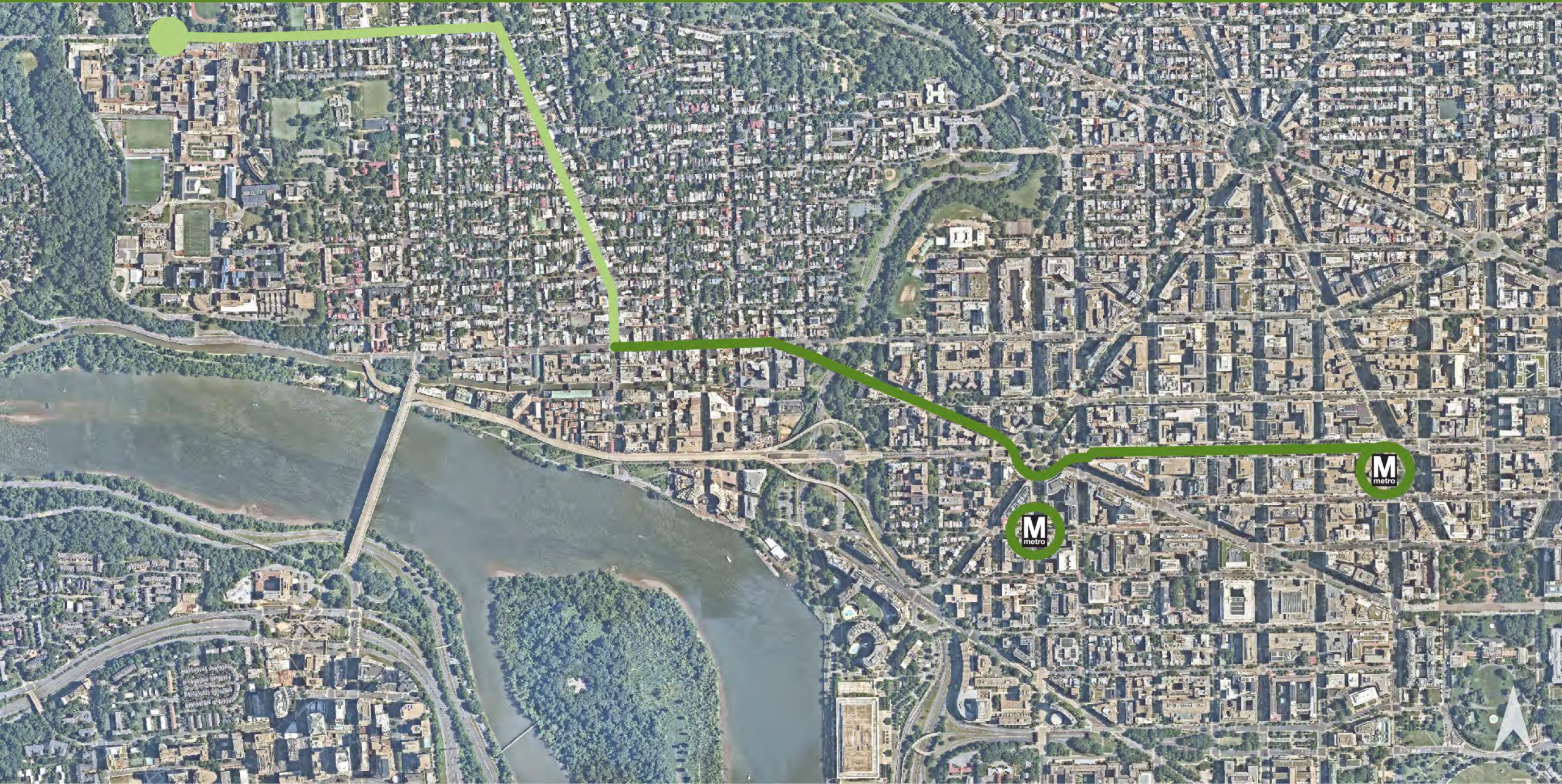


BEST SCORE: ✓ Concept 5: RETAIN





BEST SCORE:  Concept D: RETAIN





SECOND BEST SCORE: ✓ Concept 3: RETAIN



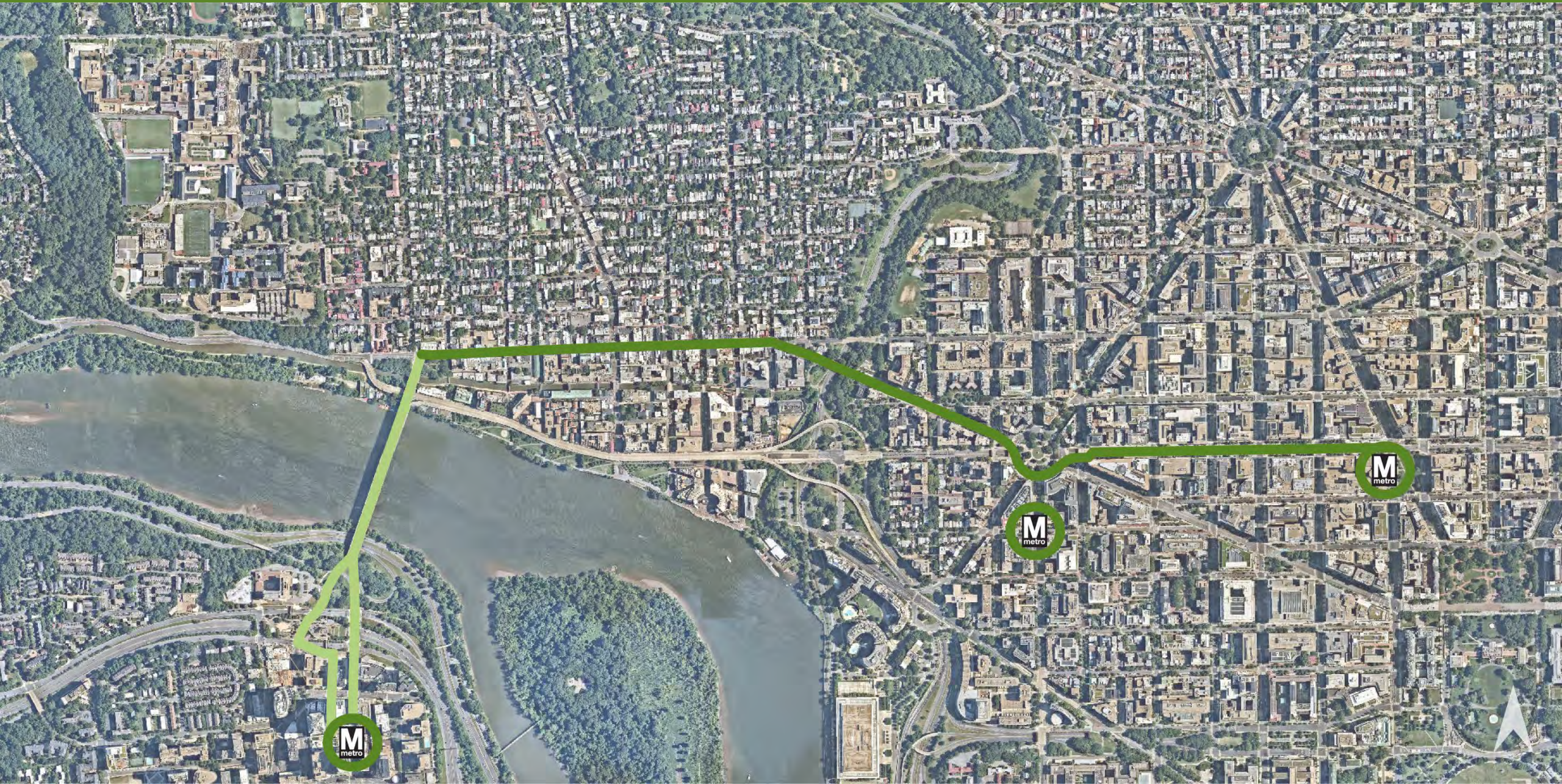


THIRD BEST SCORE: ✓ Concepts G2-G6: RETAIN



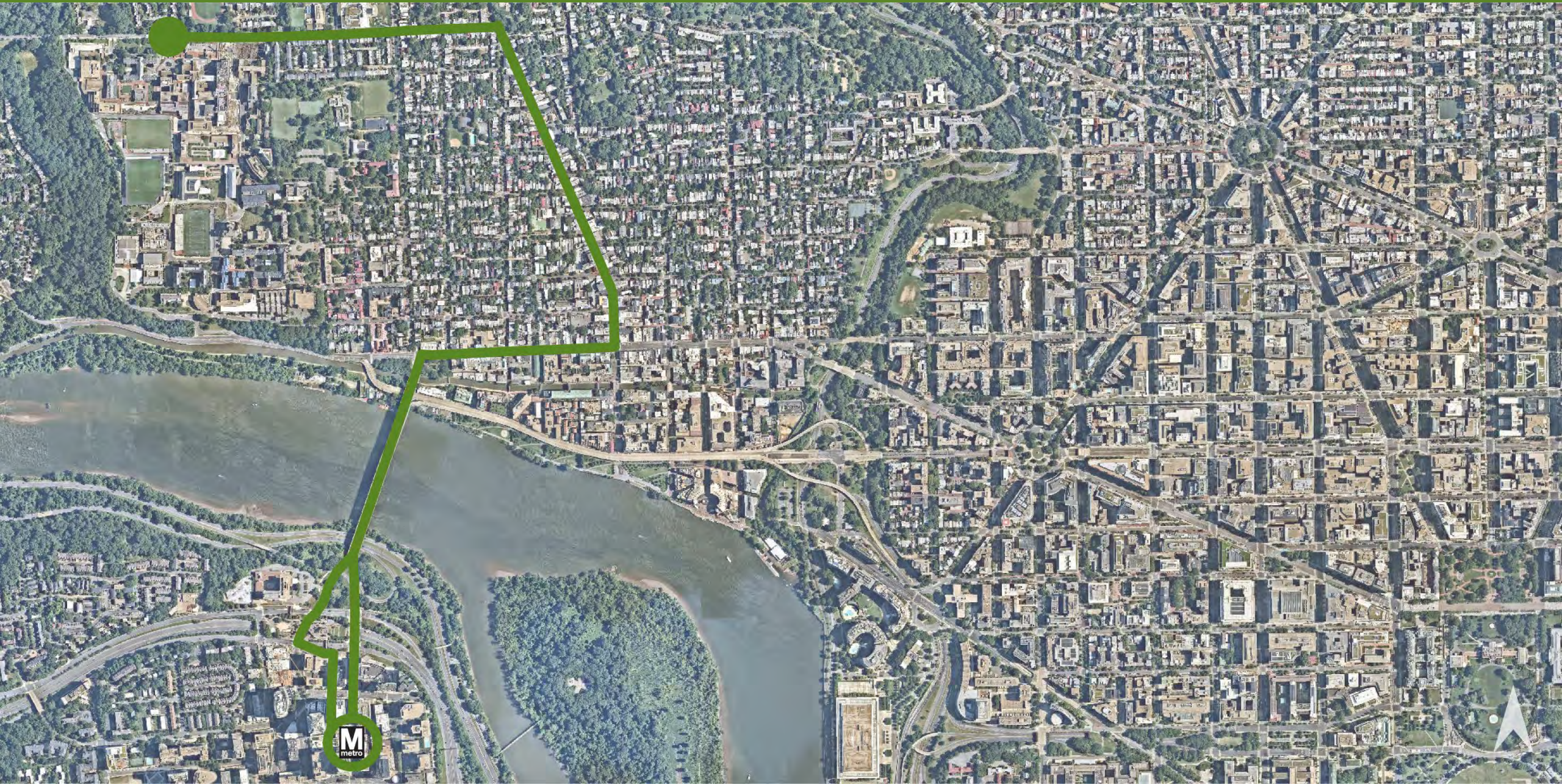


THIRD BEST SCORE: ✓ Concept 4: RETAIN for Now



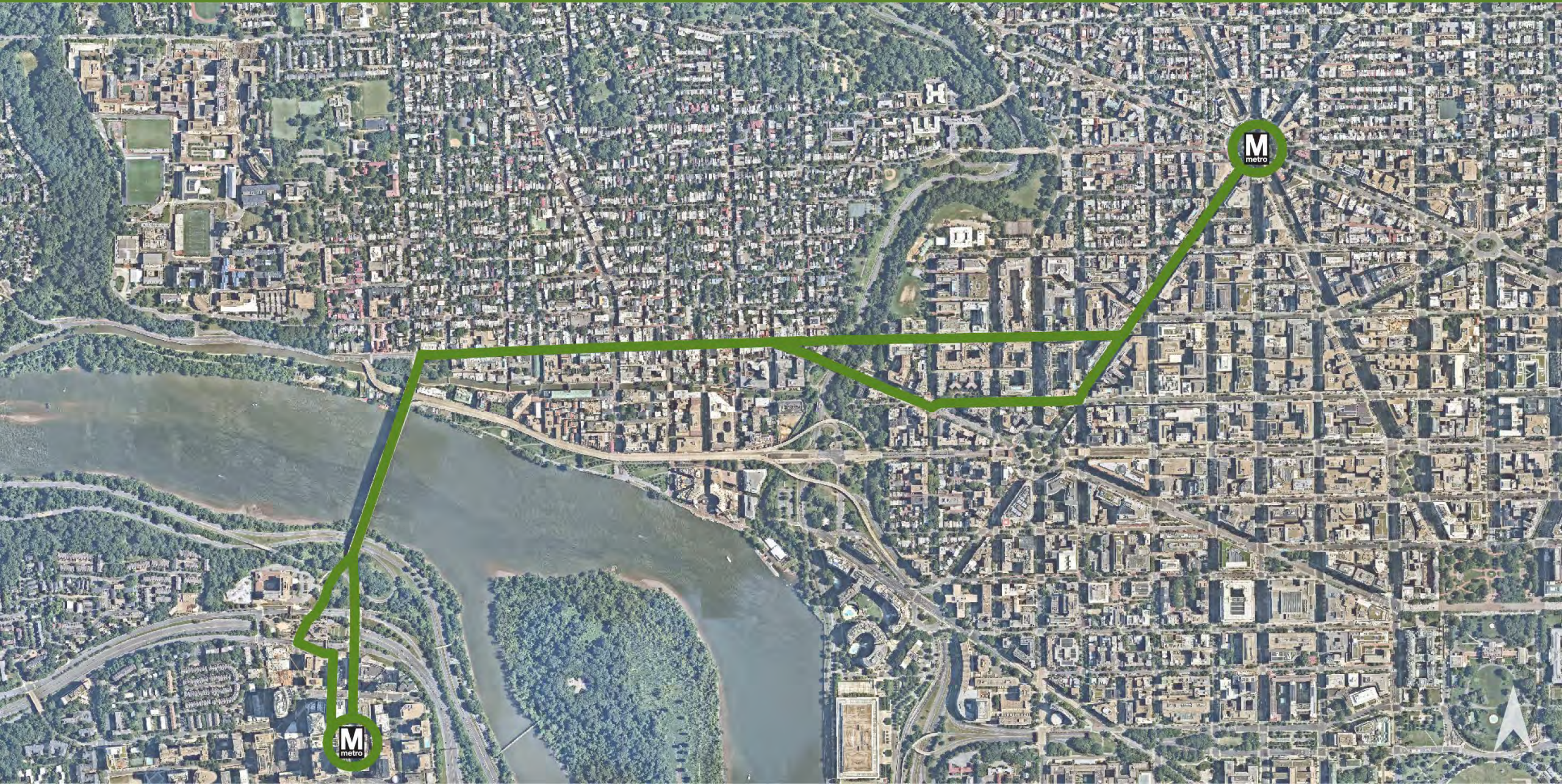


THIRD BEST SCORE:  Concept B: ELIMINATE



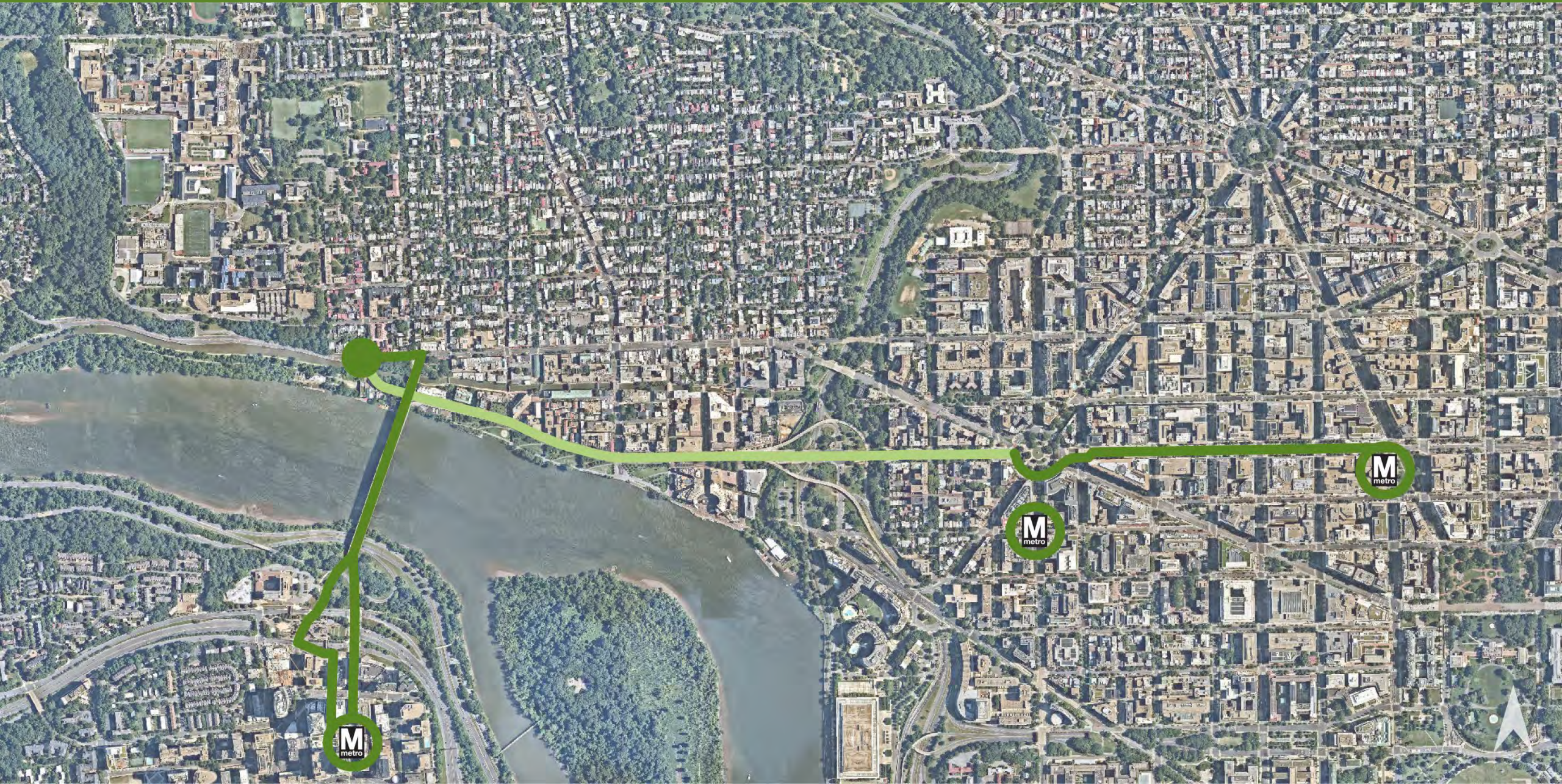


FOURTH BEST SCORE:  Concept 2: ELIMINATE





FIFTH BEST SCORE: Concept 10: ✓ RETAIN instead of Concept 4



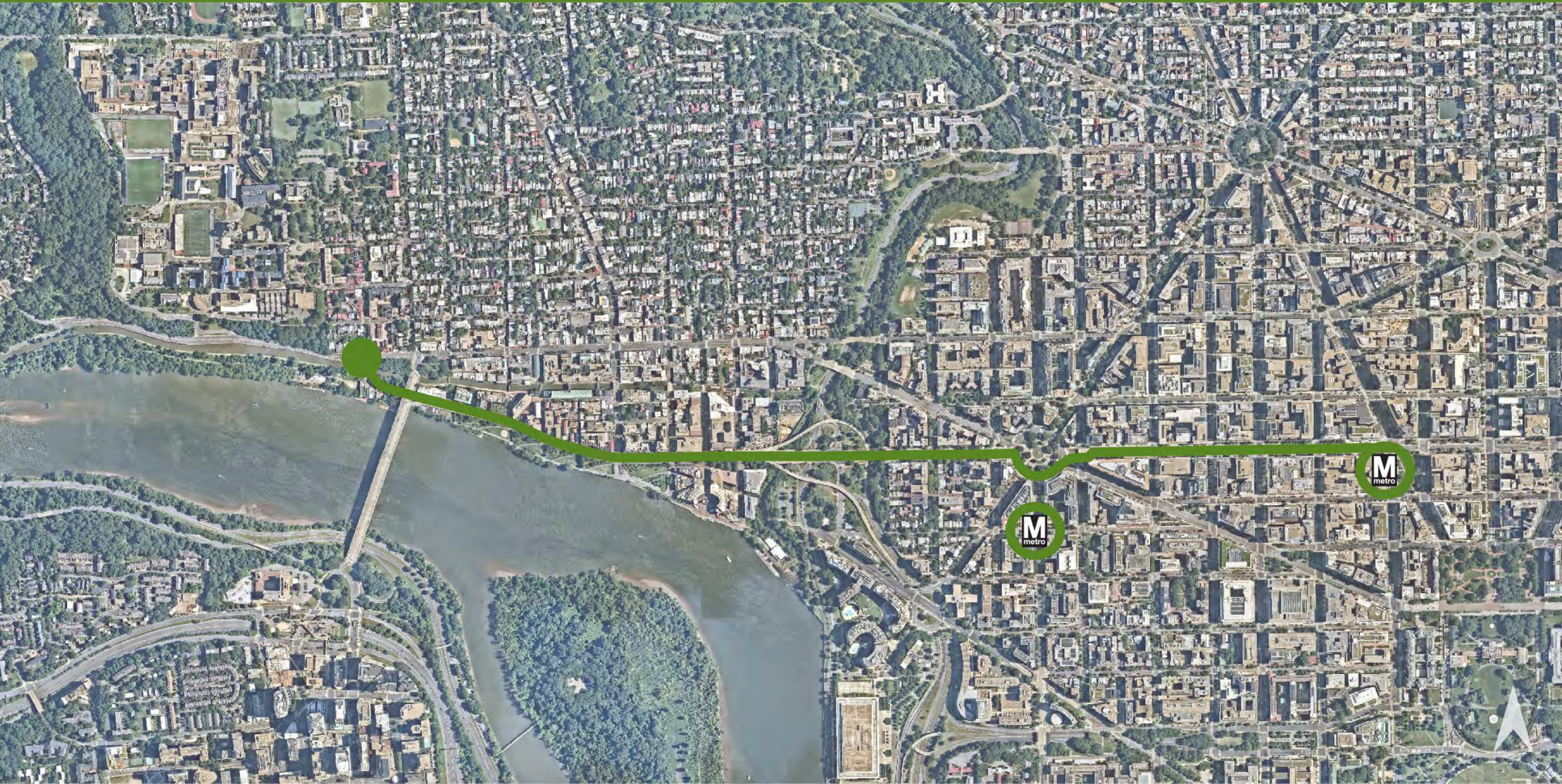


WORST SCORE:  Concept 1: ELIMINATE





WORST SCORE:  Concept 8: ELIMINATE







# Evaluation Process

## STEP 1

### Quantitative MOEs

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2. Assign rank to concepts in order of performance from 1 (top quartile) to 4 (bottom quartile)
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## STEP 2

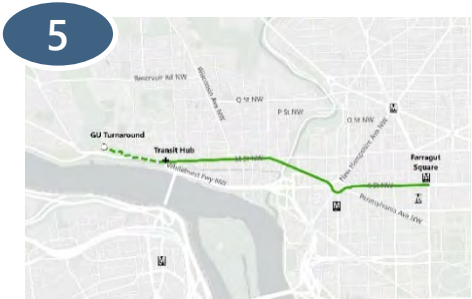
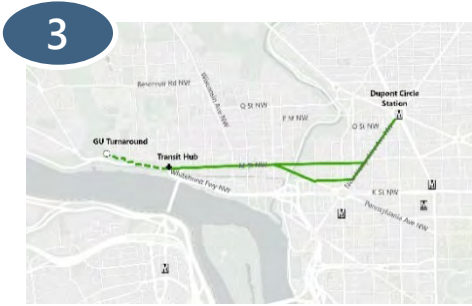
### Qualitative MOEs

- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

Identify preliminary range of alternatives

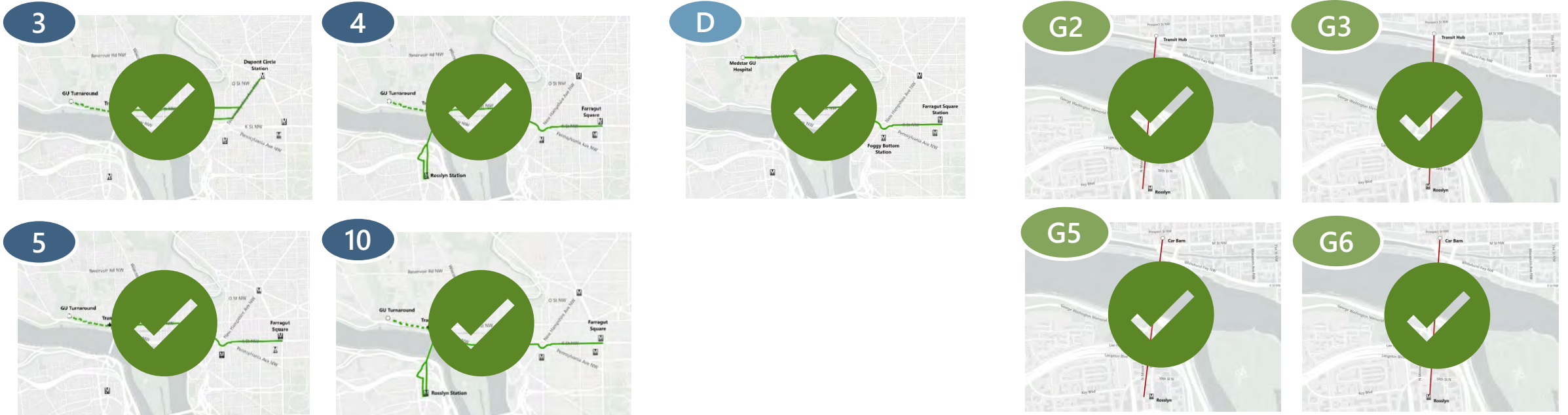
# Decrease in travel time variability



Would the concept reduce variability?

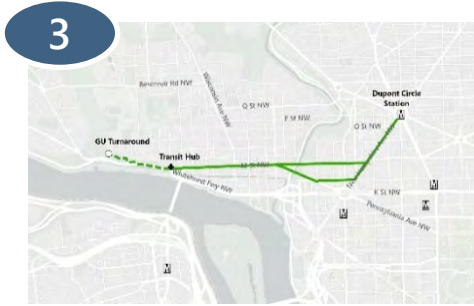


# Decrease in travel time variability



All retained concepts would reduce travel time variability in proportion to the amount of dedicated right-of-way they can accommodate.

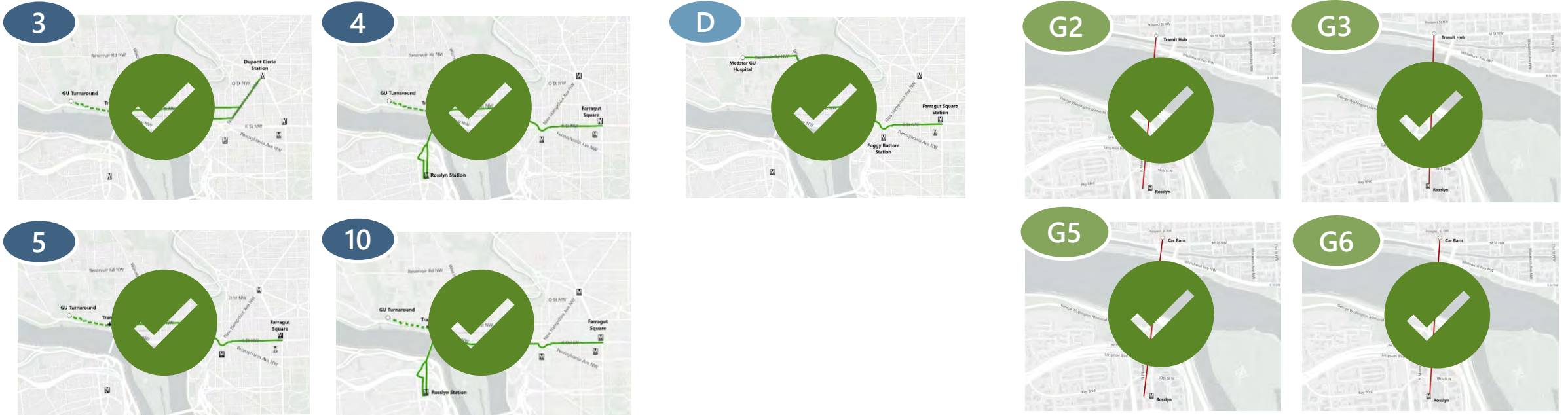
# Opportunities for pedestrian and bicycle enhancements



Does the concept provide opportunities for parallel and adjacent pedestrian and bicycle improvements?

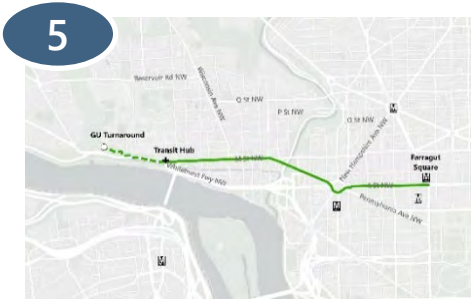
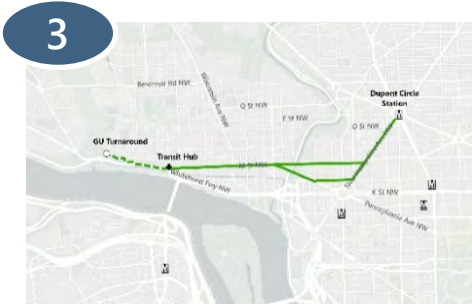


# Opportunities for pedestrian and bicycle enhancements



All retained concepts offer opportunities along at least a portion of their routes.

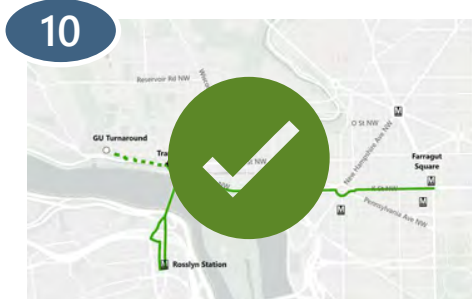
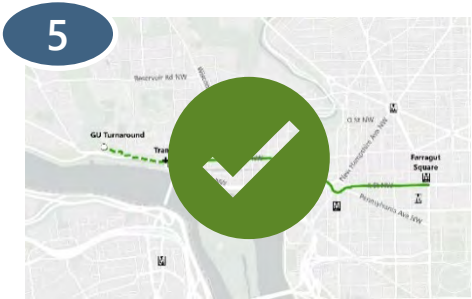
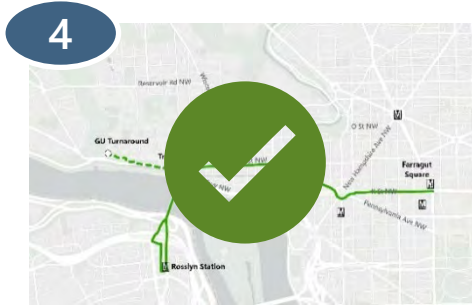
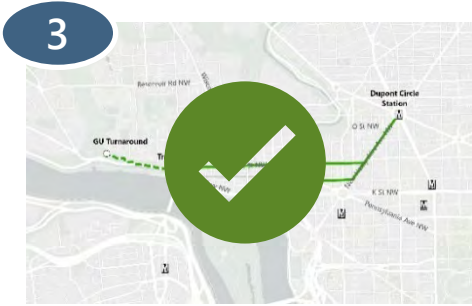
# Regulatory complexity



Would regulatory compliance be unusually difficult?

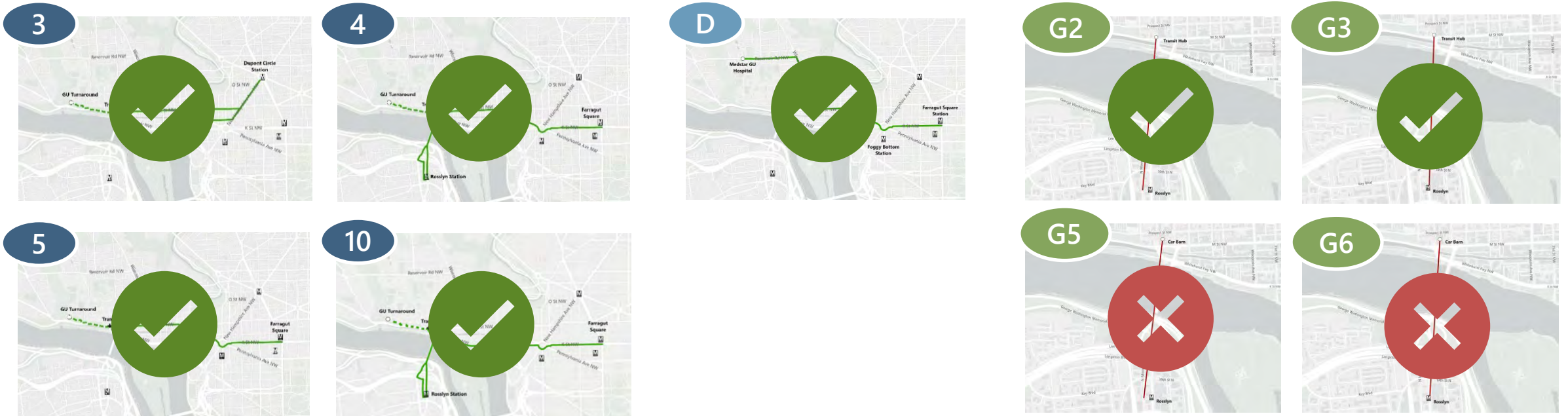


# Regulatory complexity



Bus transit concepts are not unusually complex.

# Regulatory complexity



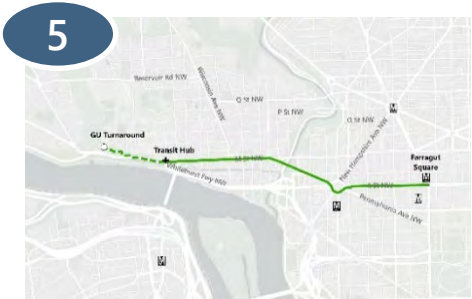
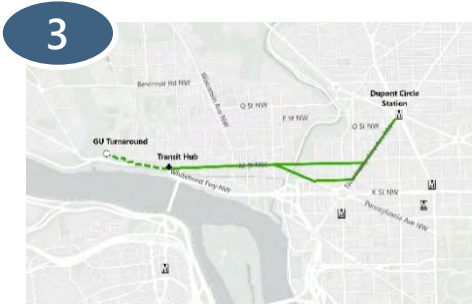
Gondola concepts are more complex than bus transit concepts but add a mode to the range.

G5-6 would land on the Car Barn, a historic property, adding to regulatory complexity relative to G2-3 while presenting no substantial advantages over G2-3.

Therefore, G2-3 are retained and G5-6 are eliminated.

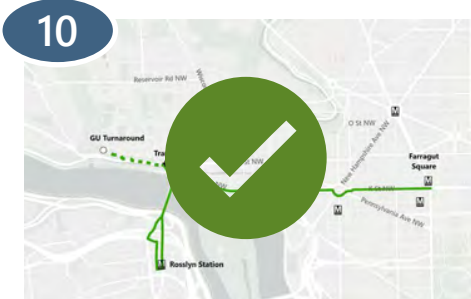
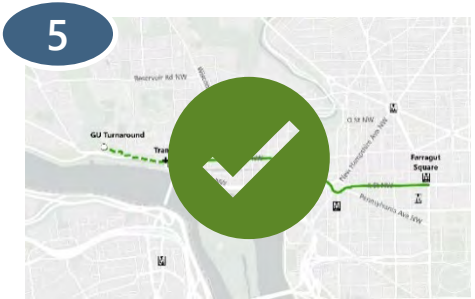
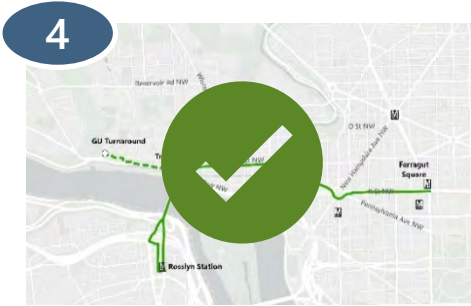
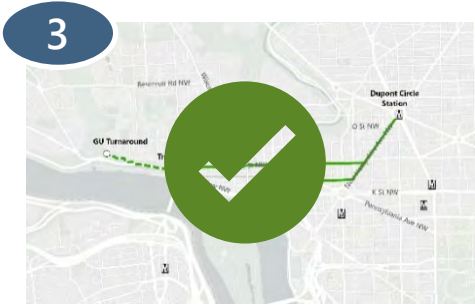


# Constructability



Would constructing the concepts be unusually difficult?

# Constructability



Concepts G2-3 would be more complex to construct than the bus transit concepts.

However, gondola concepts add a mode to the range.

Therefore G2-3 are retained along with the bus transit concepts.





# Evaluation Process

## STEP 1

### Quantitative MOEs

1. Measure performance of each retained concept
2. Assign rank to concepts in order of performance from 1 (top quartile) to 4 (bottom quartile)
3. Sum up rankings to obtain a cumulative score (4 = Highest possible score; 16 = Lowest possible score)
4. Retain the concepts that:
  - a. Have the best score
  - b. Have a lower score but include a concept element not included in the better scored concepts
  - c. Have a lower score but include a mode not included in the better scored concepts

## STEP 2

### Qualitative MOEs

- Assess performance of retained concepts under the qualitative measures of effectiveness

## STEP 3

### Identify preliminary range of alternatives

# Preliminary Range of Alternatives





# Concept 3



Intermediary Stops  
  Termini  
  Dedicated Infrastructure Segment  
  Mixed Traffic Segment

Feature	Description
<b>Potential Dedicated Infrastructure: Bus Lanes</b>	M Street <ul style="list-style-type: none"> <li>WB: Curb lane from 34th Street to New Hampshire Avenue</li> <li>EB: Curb lane from 34th Street to Pennsylvania Avenue</li> </ul> L Street <ul style="list-style-type: none"> <li>EB: Curb lane from Pennsylvania Avenue to 23rd Street</li> </ul> New Hampshire Avenue <ul style="list-style-type: none"> <li>SB: Curb lane from O Street to M Street in existing bicycle/parking lane</li> <li>NB: Curb lane from L Street to O Street in existing bicycle/parking lane</li> </ul>
<b>Total Length of Corridor</b>	1.52 miles SB/WB 1.60 miles NB/EB
<b>Length of Potential Dedicated Infrastructure</b>	1.38 miles SB/WB 1.37 miles NB/EB
<b>Stations</b>	Termini <ul style="list-style-type: none"> <li>Potential Transit Hub/Dupont Circle Metrorail Station</li> </ul> Intermediary stops <ul style="list-style-type: none"> <li>Wisconsin Avenue/M Street</li> <li>M Street/Pennsylvania Avenue</li> </ul>



# Concept 5



Intermediary Stops  
  Termini  
  Dedicated Infrastructure Segment  
  Mixed Traffic Segment

Feature	Description
<b>Potential Dedicated Infrastructure: Bus Lanes</b>	<p>M Street</p> <ul style="list-style-type: none"> <li>WB: Curb lane from 34th Street to Pennsylvania Avenue</li> <li>EB: Curb lane from 34th Street to Pennsylvania Avenue</li> </ul> <p>Pennsylvania Avenue</p> <ul style="list-style-type: none"> <li>EB: Curb lane from M Street to 24th Street</li> <li>WB: Curb lane from M Street to 24th Street</li> </ul> <p>K Street</p> <ul style="list-style-type: none"> <li>EB: K Street Transitway from 19th Street to Farragut Square</li> <li>WB: K Street Transitway from 19th Street to Farragut Square</li> </ul>
<b>Total Length of Corridor</b>	<p>1.73 miles NB/EB 1.73 miles SB/WB</p>
<b>Length of Potential Dedicated Infrastructure</b>	<p>1.12 miles NB/EB 1.12 miles SB/WB</p>
<b>Stations</b>	<p>Termini</p> <ul style="list-style-type: none"> <li>Potential Transit Hub/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p>Intermediary stops</p> <ul style="list-style-type: none"> <li>Wisconsin Avenue/M Street</li> <li>M Street/Pennsylvania Avenue</li> <li>Washington Circle (Foggy Bottom Metrorail Station)</li> </ul>



# Concept 10



△ Intermediary Stops   ○ Termini   — Dedicated Infrastructure Segment   — Mixed Traffic Segment

Feature	Description
<b>Potential Dedicated Infrastructure: Bus Lanes</b>	<p>Key Bridge and N. Lynn Street/Fort Myer Drive</p> <ul style="list-style-type: none"> <li>• SB: Outside lane from start of three-lane section to Langston Boulevard</li> <li>• NB: Curb lane on N. Lynn Street to north Langston Boulevard intersection</li> </ul> <p>Whitehurst Freeway</p> <ul style="list-style-type: none"> <li>• WB: Outside lane from 30th Street to M Street</li> <li>• EB: Outside lane from 30th Street to M Street</li> </ul> <p>K Street</p> <ul style="list-style-type: none"> <li>• EB: Outside lane from 26th Street to Farragut Square/K Street Transitway from 21st Street to Farragut Square</li> <li>• WB: Outside lane from 26th Street to Farragut Square/K Street Transitway from 21st Street to Farragut Square</li> </ul>
<b>Total Length of Corridor</b>	2.45 miles NB/EB 2.48 miles SB/WB
<b>Length of Potential Dedicated Infrastructure</b>	1.65 miles NB/EB 1.82 miles SB/WB
<b>Stations</b>	<p>Termini</p> <ul style="list-style-type: none"> <li>• Rosslyn Metrorail Station/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p>Intermediary stops</p> <ul style="list-style-type: none"> <li>• Potential Transit Hub</li> </ul>



# Concept D



△ Intermediary Stops    ○ Termini    — Dedicated Infrastructure Segment    — Mixed Traffic Segment

Feature	Description
<b>Potential Dedicated Infrastructure: Bus Lanes</b>	<p>Pennsylvania Avenue</p> <ul style="list-style-type: none"> <li>• EB: Curb lane from M Street to 24th Street</li> <li>• WB: Curb lane from M Street to 24th Street</li> </ul>
	<p>K Street</p> <ul style="list-style-type: none"> <li>• EB: K Street Transitway from 19th Street to Farragut Square</li> <li>• WB: K Street Transitway from 19th Street to Farragut Square</li> </ul>
	<p>M Street</p> <ul style="list-style-type: none"> <li>• WB: Curb lane from Wisconsin Avenue to Pennsylvania Avenue</li> <li>• EB: Curb lane from Wisconsin Avenue to Pennsylvania Avenue</li> </ul>
	<p>Wisconsin Avenue</p> <ul style="list-style-type: none"> <li>• SB: Curb lane from Reservoir Road to M Street</li> <li>• NB: Curb lane from Reservoir Road to M Street</li> </ul>
	<p>Reservoir Road</p> <ul style="list-style-type: none"> <li>• WB: Curb lane from 39th Street to 35th Street</li> <li>• EB: Curb lane from 39th Street to 35th Street</li> </ul>
	<p><b>Total Length of Corridor</b></p> <p>2.42 miles NB/EB 2.42 miles SB/WB</p>
<p><b>Length of Potential Dedicated Infrastructure</b></p> <p>1.74 miles NB/EB 1.74 miles SB/WB</p>	
<b>Stations</b>	<p>Termini</p> <ul style="list-style-type: none"> <li>• Medstar Georgetown University Hospital/Farragut Square (Farragut West and Farragut North Metrorail Stations)</li> </ul> <p>Intermediary stops</p> <ul style="list-style-type: none"> <li>• Wisconsin Avenue/M Street</li> <li>• Washington Circle</li> </ul>



# Concept G2



Intermediary Stops  
  Termini  
  Dedicated Infrastructure Segment  
  Mixed Traffic Segment

Feature	Description
<b>Potential Dedicated Infrastructure: Gondola Line</b>	From: <ul style="list-style-type: none"> <li>Rosslyn Metrorail Station/North Moore Street</li> </ul> To: <ul style="list-style-type: none"> <li>Potential Transit Hub (Former Exxon Site)</li> </ul>
<b>Total Length of Corridor</b>	0.64 mile
<b>Length of Potential Dedicated Infrastructure</b>	0.64 mile
<b>Stations</b>	Termini <ul style="list-style-type: none"> <li>Rosslyn Metrorail Station</li> <li>Potential Transit Hub</li> </ul>



# Concept G3



Intermediary Stops  
  Termini  
  Dedicated Infrastructure Segment  
  Mixed Traffic Segment

Feature	Description
Potential Dedicated Infrastructure: Gondola Line	From: <ul style="list-style-type: none"> <li>Rosslyn Metrorail Station/North Lynn Street</li> </ul> To: <ul style="list-style-type: none"> <li>Potential Transit Hub (Former Exxon Site)</li> </ul>
Total Length of Corridor	0.63 mile
Length of Potential Dedicated Infrastructure	0.63 mile
Stations	Termini <ul style="list-style-type: none"> <li>Rosslyn Metrorail Station</li> <li>Potential Transit Hub</li> </ul>



# Summary and Discussion



# A Preliminary Range of Alternatives that...

Includes all feasible modes capable of meeting the Purpose and Need

Allows for later refinements, including combining or extending

Is compatible with and can be enhanced by pedestrian/bicycle improvements



# Your Feedback

Is our process  
rigorous and  
comprehensive?

Did it yield a  
reasonable range  
of preliminary  
alternatives?

Did we leave out any  
potentially feasible  
solutions that could  
meet the Purpose  
and Need?



# Next Steps





# Next Steps



Soliciting  
Public  
Feedback

Reviewing agency  
and public comments  
and revising the  
preliminary range of  
alternatives as  
appropriate

Conducting  
“environmental scan”  
to identify major  
issues to be  
addressed in future  
environmental  
documentation



Setting the stage  
for potential future  
EA or EIS,  
including  
additional scoping





# Send Your Comments:



Within 30 calendar days

To: [lmillerbrooks@federalcitycouncil.org](mailto:lmillerbrooks@federalcitycouncil.org)





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## Meeting Notes

Date: August 11, 2021

Meeting Date: August 5, 2021, 2-3 PM

Meeting Place: Online Meeting

Re. Stakeholder Working Group Meeting

Prepared by: VHB

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### Attendees

#### **Federal City Council (FC2)**

Laura Miller-Brooks, Sr Transportation & Infrastructure Associate, Project Manager

#### **District Department of Transportation (DDOT)**

Jonathan Rogers, Neighborhood Planning Manager

Kimberly Vacca, Transportation Planner

#### **Georgetown Business Improvement District (BID)**

Joe Sternlieb, President and CEO

Shannon Hancock

David Levy (Livable City Group), Consultant

#### **Georgetown University (GU)**

Christopher Murphy, Vice President for Government Relations and Community Engagement

#### **National Capital Planning Commission (NCPC)**

Jamie Herr, Urban Planner

Matthew Flis, Senior Urban Designer

#### **VHB**

Laurent Cartayrade, Project Manager

Drew Morrison, Purpose and Need/Alternatives Lead Deputy Project Manager

Lee Farmer, Agency and Public Engagement Lead

Mike Deiparine (SCJ Alliance), Subconsultant, Gondola Planning Lead

#### **Advisory Neighborhood Commission (ANC) 2E**

Elizabeth Miller, Commissioner

#### **Arlington County Department of Environmental Services (DES)**

Dan Malouff, Transportation Planner

### **Commission of Fine Arts (CFA)**

Jessica Amos, Historic Preservation Specialist, Old Georgetown Act

Mary Catherine Bogard, Historic Preservation Specialist, Old Georgetown Act

### **District of Columbia Historic Preservation Office (DCHPO)**

Andrew Lewis, Senior Historic Preservation Specialist

Tim Dennée, Architectural Historian

### **National Park Service, National Capital Area (NPS)**

Tammy Stidham, Deputy Associate Area Director, Lands and Planning

Joel Gorder, Regional Environmental Coordinator

Laurel Hammig, Regional Planner

Christine Bruins, Planning Portfolio Manager

### **Rosslyn BID**

Mary-Claire Burick, President

Alli Henry, Community Planning Director

### **WMATA**

Shyam Kannan, Vice President of Planning

Mark Phillips, Principal Planner

## **Summary of Discussion**

Laura Miller-Brooks (FC2), Laurent Cartayrade (VHB), and Drew Morrison (VHB) led the presentation. Key points of the presentation were:

- The present study, funded by \$250,000 from the District of Columbia, is intended to advance planning for improved transit between Georgetown and Metrorail.
- It leverages previous, related studies, including but not only, the 2016 Georgetown-Rosslyn Gondola Feasibility Study.
- This study will be looking at a broad universe of options to define a range of alternatives to improve transit to and from Georgetown. It starts with no preconception about what this range of alternative will be.
- The study is intended to set the stage for future NEPA compliance. Its end products will be a set of reasonable alternatives to be analyzed in an environmental impact statement.
- The study will be completed on a one-year schedule. This is the first of four projected stakeholder meetings.
- The main focus of this meeting is the Purpose and Need (P&N). The P&N is the basis upon which alternatives will be developed and screened.
- The Purpose identifies key goals and objectives; the Need defines the challenges or deficiencies that underlie the Purpose and that the project aims to address.
- Because of the role the P&N plays in defining the range of alternatives, it is important to get stakeholder feedback on it.
- The draft Purpose and Need elements were read out before opening the floor for discussion.
- Comments can be provided after the meeting until August 27 and sent to either Laura Miller-Brooks (FC2) or Laurent Cartayrade (VHB).



After the presentation, the following items were discussed:

- Tammy Stidham (NPS) suggest referring to the public in the P&N statement rather than listing user types.
- The study team acknowledged the recommendation and the benefits of being more general. However, it was noted that user types are listed to highlight the fact that different groups may have different needs or interests when it comes to transit access to/from Georgetown. In response to a follow-up, it was explained that the “visitor” category is intended to include tourists.
- Elizabeth Miller (ANC 2E) asked for clarification on the purpose of the meeting (is it to brainstorm about alternatives?) and the role of the stakeholder group in the study.
- The study team answered that while everyone is welcome to suggest options for alternatives, the focus of this meeting is on obtaining feedback on the draft P&N elements. The process needs to start from an issue or issues to be resolved, not from solutions. This is a different and broader approach than the approach taken in the 2016 Gondola Feasibility Study, which focused on one possible option. Here, in preparation for the NEPA process, a broader range of options needs to be considered and before doing this, the P&N needs to be well defined. The stakeholders will have the opportunity to provide input on potential alternatives in the three remaining meetings.
- Andrew Lewis (DCHPO) asked the team how broad they envision the range of alternatives to be if the focus is connection to Metro, not Rosslyn; given this fact, the Foggy Bottom station can be a potential connecting point. Is reviving the streetcar an option?
- The study team agreed that they will look at options to connect to Metrorail beyond Rosslyn and at a range of potential modes, such as, for instance, dedicated bus lanes.
- Shyam Kannan (WMATA) noted that he welcomes the reference to equity in the draft P&N elements. He will be interested in seeing how it is practically incorporated into the process.
- The study team acknowledged that it is an important element. One thing the team will look at is how different options would improve connections to equity areas. The team will also look at the specific needs of different users, including workers who may be operating on different shifts (e.g., hospitality workers).
- There were no further comments or questions. The team reminded the stakeholders that they have until August 27 to provide additional comments.



# United States Department of the Interior

## NATIONAL PARK SERVICE

National Capital Region  
1100 Ohio Drive, S.W.  
Washington, D.C. 20242

IN REPLY REFER TO:

6.A.1 (NCR-LP)

September 29, 2022

Laura Miller Brooks  
Director of Transportation & Infrastructure  
Federal City Council  
1310 L Street NW Suite 325  
Washington, DC, 20005

RE: Georgetown Enhanced Transit to Access Metrorail Feasibility Study

Dear Ms. Brooks:

Thank you for the presentation on August 3, 2022, regarding the Georgetown Enhanced Transit Access to Metrorail Feasibility Study, the purpose of which is to provide workers, students, residents, and visitors with reliable, frequent, safe, and sustainable non-automobile connection between Georgetown and the Metrorail System. The presentation included an overview of the alternatives development and screening process. The feasibility study evaluated multiple travel modes to and from multiple Metrorail stations which were further evaluated by a quantitative measure of effectiveness before arriving at a preliminary selection of a range of six concepts: four bus transit concepts and two gondola transit options.

The Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and George Washington Memorial Parkway (GW Parkway), units of the national park system, are located within the project area.

The C&O Canal NHP stretches along the Potomac River for 184.5 miles, from Rock Creek at Georgetown in Washington, D.C. to Cumberland, Maryland. Construction on the C&O Canal NHP began in 1828 and concluded in 1850. It served as a major transportation corridor operating as a conduit for coal, lumber, and agricultural products to propel western development and satisfy demands from eastern U.S. markets until 1924. The C&O Canal NHP became a unit of the NPS as a national monument in 1961 and then established as a national historical park in 1971. The purpose of the C&O Canal NHP to preserve and interpret the 19th century transportation canal and its associated scenic, natural, and cultural resources and to provide opportunities for education and appropriate outdoor recreation. The C&O Canal NHP is listed on the National Register of Historic Places and contains more than 1,300 historic structures, including one of the largest collections of 19th century canal features and buildings in the national park system. Within the project area, the park lies

INTERIOR REGION 1 • NORTH ATLANTIC-APPALACHIAN

CONNECTICUT, DELAWARE, DISTRICT OF COLUMBIA, KENTUCKY, MAINE, MARYLAND, MASSACHUSETTS,  
NEW HAMPSHIRE, NEW JERSEY, NEW YORK, PENNSYLVANIA, RHODE ISLAND, VERMONT,  
VIRGINIA, WEST VIRGINIA



underneath the Whitehurst Freeway and adjacent to Canal Road. The Potomac Aqueduct, a contributing feature to the C&O Canal National Historical Park Historic District, and Washington Canoe Club which is individually listed on the National Register are also within the general project area.

The George Washington Memorial Parkway is a scenic roadway honoring the nation's first president. It protects and preserves cultural and natural resources along the Potomac River in Virginia below Great Falls to Mount Vernon. It is also a historic district listed in the National Register of Historic Places for its association with twentieth-century parkway design, engineering, landscape architecture, park planning and conservation, commemoration, and its association with George Washington. A principal part of the legislated purpose of the George Washington Memorial Parkway is to protect the vistas and views along both sides of the Potomac River. The Parkway was the first comprehensively designed modern motorway built by the federal government based on the idea of a landscaped, park-like roadway corridor that protected riverfront lands and today includes an extension north to the capital beltway, as well as Spout Run Parkway and Clara Barton Parkway.

The National Park Service (NPS) has reviewed the materials provided to the agencies and stakeholders and offers the following comments:

1. **Visual Impacts.** The NPS has concerns with physical and visual impacts associated with the gondola alternatives as both alternatives would cross over the two national parks mentioned above. Both parks have significant resources which the NPS has been directed to preserve and protect for future generations under the Organic Act (54 U.S.C. 100101).
2. **Reality Actions.** Gondola alternatives pass over the Chesapeake and Ohio Canal National Historical Park and George Washington Memorial Parkway. Any infrastructure crossing over lands within the NPS jurisdiction would require the acquisition of air rights and any infrastructure permanently affixed to lands within the NPS jurisdiction would require the acquisition of land rights. Any temporary or permanent use of NPS parkland would require a Special Use Permit. In addition, the NPS maintains limited jurisdiction over the bed of the Potomac River and would require a permit for any infrastructure proposed to be permanently affixed to the river bed.
3. **Section 4(f).** During the presentation, it was not clear how Section 4(f) of the U.S. Department of Transportation Act of 1966, (49 U.S.C. 303(c)) would be addressed. The NPS considers a gondola to be a transportation use and would expect that Section 4(f) would need to be followed as these parks are both significant parkland and historic sites.
4. **Consideration of Metrorail extension to Georgetown.** The Washington Metropolitan Area Transit Authority (WMATA) recently decided to expand the Metrorail to National Harbor, a decision that was part of a 2021 study that included extension of the blue line to Georgetown. As such, the feasibility study should still consider this as the ultimate solution for the necessary connection to Georgetown and only move forward the bus transit options as a short-term solution that is less impactful to NPS parkland. ([4A-Blue-Orange-Silver-Capacity-Reliability-Study.pdf \(wmata.com\)](#))

Potential Metrorail extensions were eliminated from evaluation as an alternative(s) on the basis they offer only a long-term solution to Georgetown's access issues. There are

substantial infrastructure costs affiliated with all alternatives, regardless of the stop gap measures used to meet project needs in the near term. There would be permanent and irreversible impacts to the historic landscape associated with the gondola alternatives. The alternatives should be analyzed for their ability to meet the project goals together with previously studied and technically feasible Metrorail extensions given their technical complexity, costs, and level of effort to implement.

5. **National Environmental Policy Act and National Historic Preservation Act.** The NPS will need to be a cooperating agency for the EIS and a consulting party for the National Historic Preservation Act – Section 106. Permanent infrastructure has the potential to cause adverse impacts to historic properties under Section 106 of the National Historic Preservation Act and has the potential for significant impacts to historic structures and the cultural landscape under the National Environmental Policy Act, namely the C&O canal towpath, Potomac Aqueduct, Washington Canoe Club, and Capital Crescent Trail.

As the project moves from the Feasibility Study to an Environmental Impact Statement (EIS), the NPS understands there will be an evaluation of ridership cost, scheduling, and pricing. The operational cost transferred to riders in the form of cost per ticket would be evaluated for equity across alternatives. In addition, the EIS should analyze the level of service and consider whether capital improvements, such as dedicated bus lanes and intersection modifications, will benefit multiple Metrobus routes or just those servicing Georgetown. In addition, the EIS should analyze the potential implications of proposed capital improvements in relationship with equity concerns.

Thank you for providing an opportunity to comment. For further coordination, please contact Tammy Stidham, Deputy Associate Regional Director – Lands and Planning, at 202-619-7474 or [tammy\\_stidham@nps.gov](mailto:tammy_stidham@nps.gov).

Sincerely,



Peter May  
Associate Regional Director  
Lands and Planning

cc:

Tina Cappetta, Superintendent, Chesapeake and Ohio Canal National Historical Park  
Charles Cuvelier, Superintendent, George Washington Memorial Parkway



# Appendix C. Public Feedback

# Questionnaire Responses Summary

October 2022

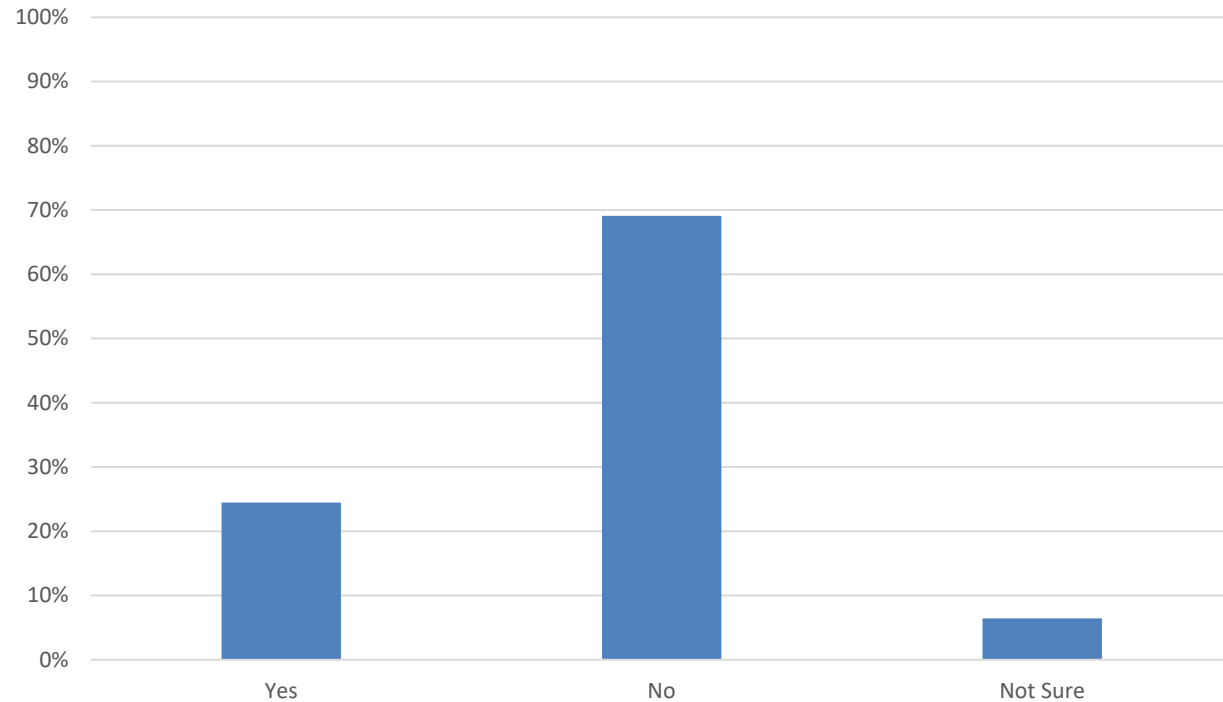




# Overview

- 1,214 respondents (answered at least one question)
  - 1, 213 English Questionnaire
  - 1 Spanish Questionnaire
- Not everyone responded to all questions; and some questions could have more than one answer. Therefore, the number of respondents and responses vary from question to question.

# Q1: Have you heard of this study before?

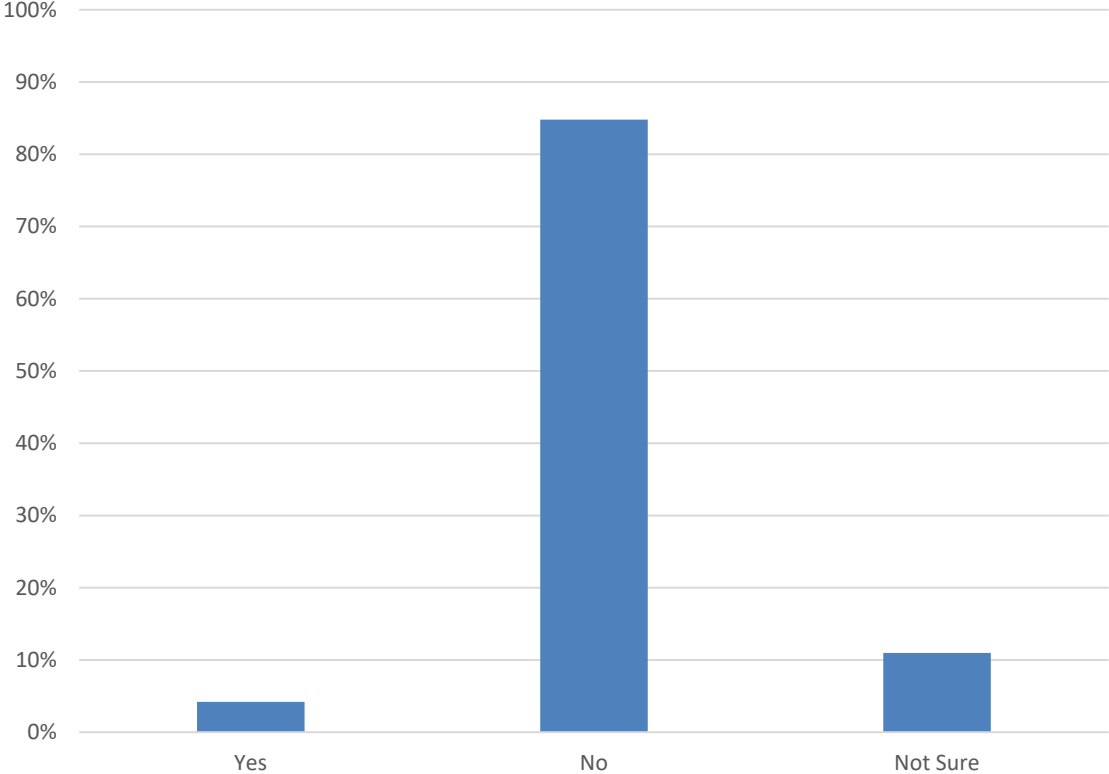


	Responses	Percentage
Yes	296	24%
No	836	69%
Not Sure	78	6%
Total	1210	100%

~100% of respondents answered this question

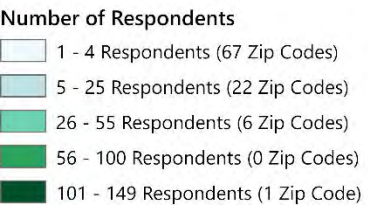
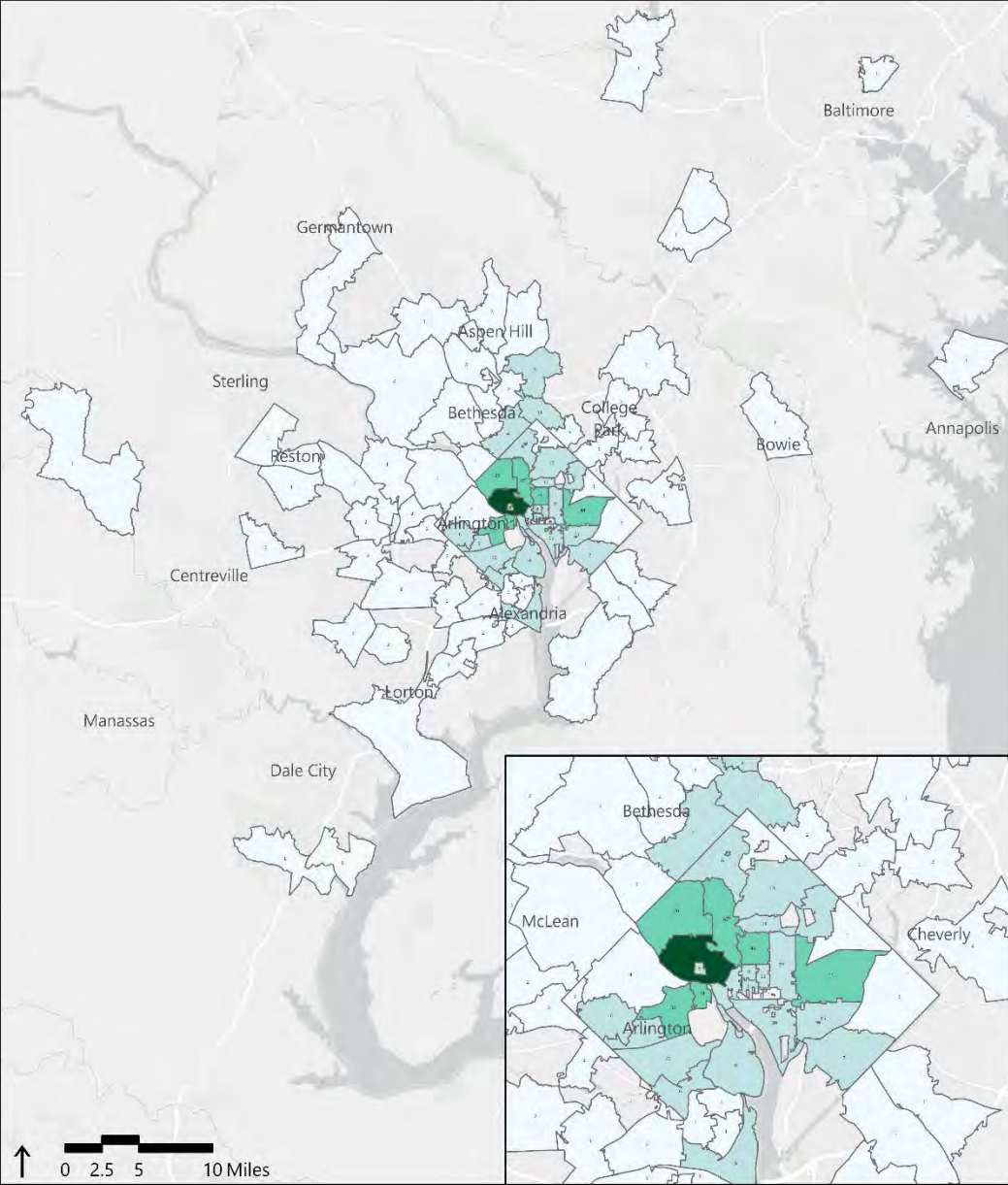


# Q2: Have you participated in our previous public engagement effort in summer 2021?



	Response	Percentage
Yes	51	4%
No	1026	85%
Not Sure	133	11%
Total	1210	100%

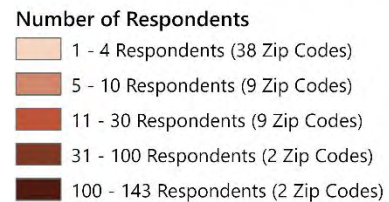
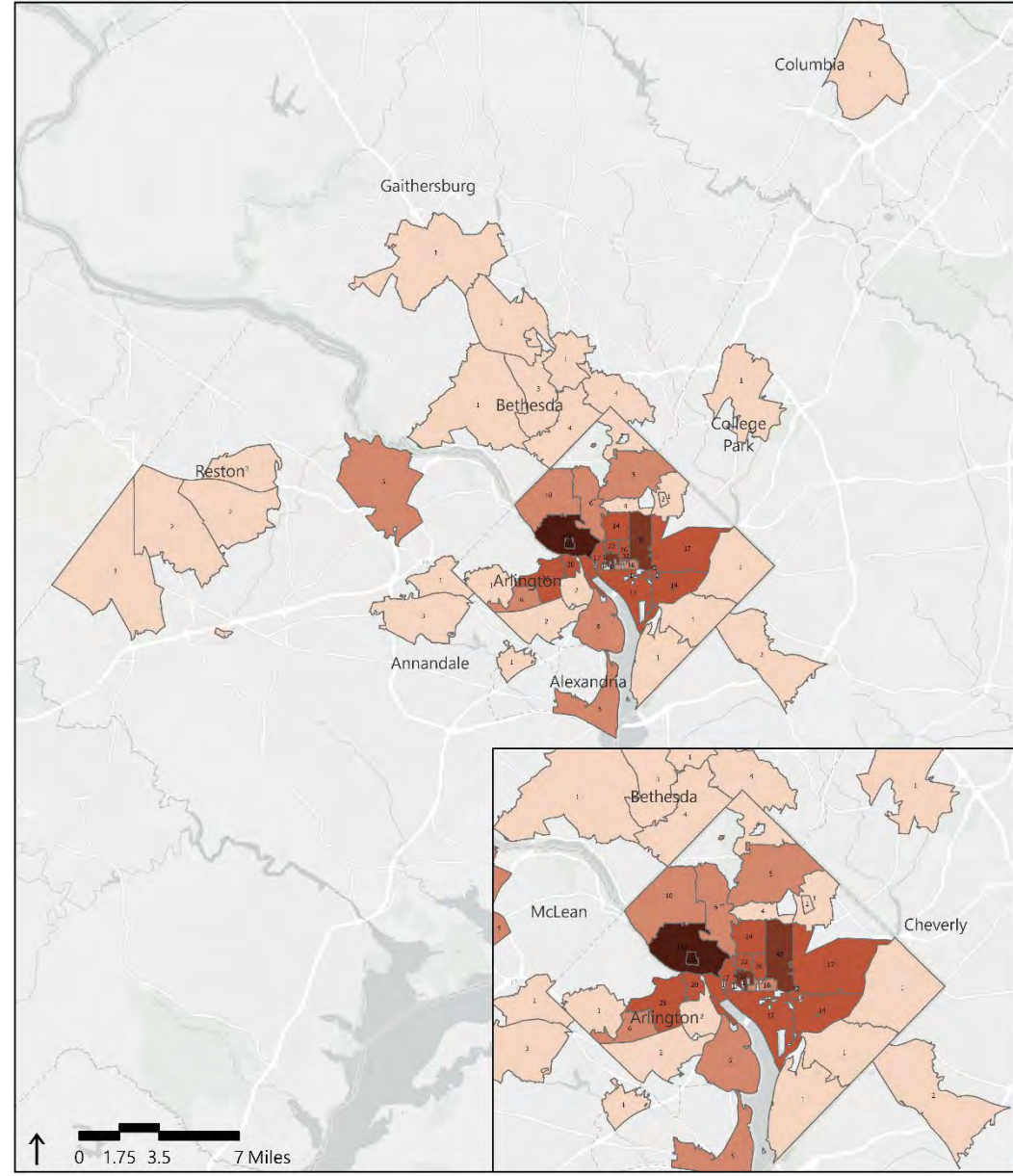
~100% of respondents answered this question



**Survey Monkey Questionnaire Response by Zip Code of Residence**

Source: U.S. Census Bureau GIS, Georgetown Enhanced Transit Access to Metrorail Study Survey Monkey Results

**680 respondents (56%)**

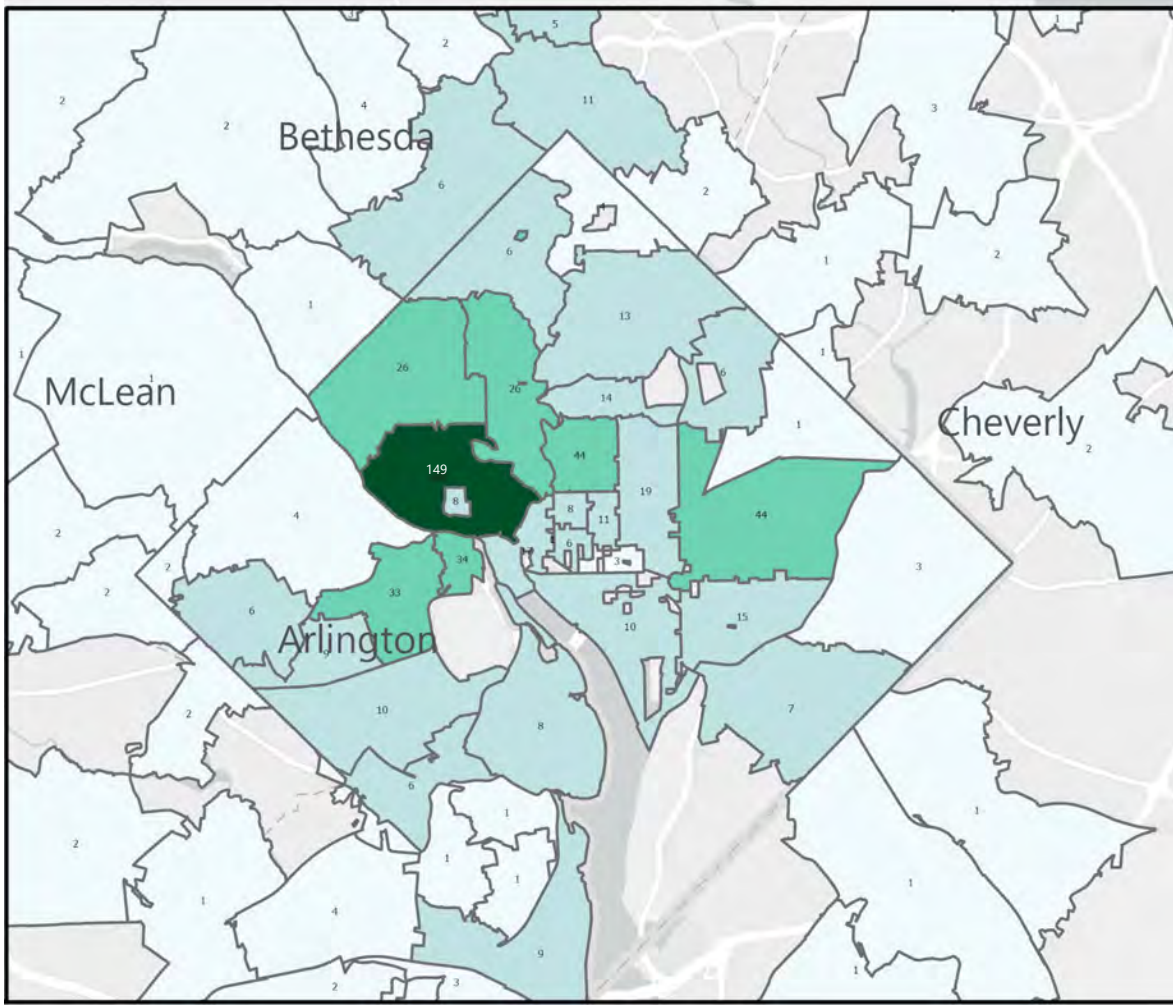


**Survey Monkey Questionnaire Response by Zip Code of Workplace**

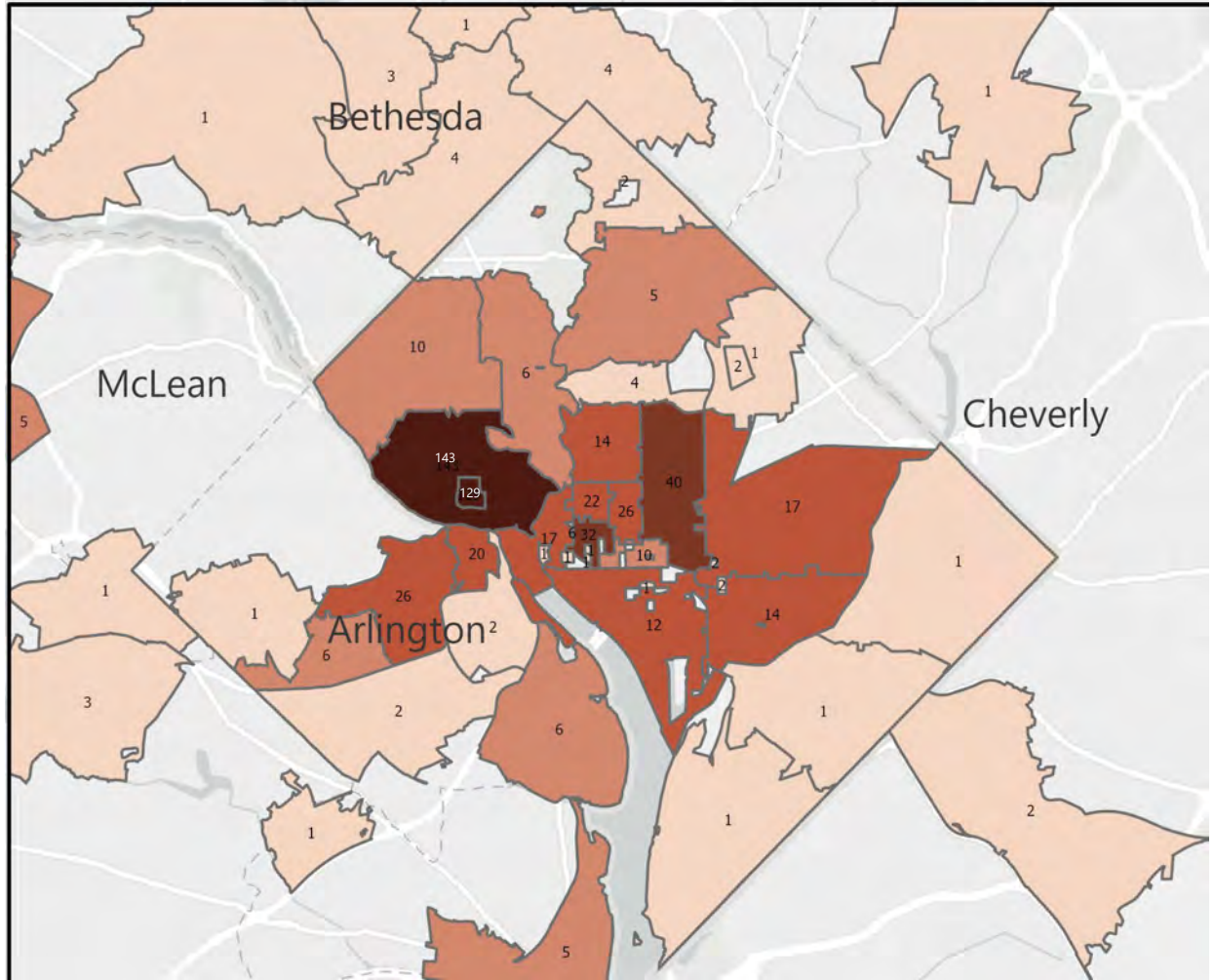
Source: U.S. Census Bureau GIS, Georgetown Enhanced Transit Access to Metrorail Study Survey Monkey Results

**634 respondents (53%)**





Residential Zip



Work Zip



# Alternative 1



Intermediary Stops  
  Termini  
  Dedicated Infrastructure Segment  
  Mixed Traffic Segment

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Yes or Maybe	405	46%
No or Not Applicable	473	54%
Yes	196	22%
Maybe, No, or Not Applicable	682	78%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Yes or Maybe	379	43%
No or Not Applicable	493	57%
Yes	198	23%
Maybe, No, or Not Applicable	674	77%



# Alternative 2



△ Intermediary Stops   ○ Termini   — Dedicated Infrastructure Segment   — Mixed Traffic Segment

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Yes or Maybe	384	44%
No or Not Applicable	494	56%
Yes	198	23%
Maybe, No, or Not Applicable	680	77%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Yes or Maybe	364	42%
No or Not Applicable	504	58%
Yes	189	22%
Maybe, No, or Not Applicable	679	78%



# Alternative 3



△ Intermediary Stops   ○ Termini   — Dedicated Infrastructure Segment   — Mixed Traffic Segment

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Yes or Maybe	383	44%
No or Not Applicable	486	56%
Yes	225	26%
Maybe, No, or Not Applicable	644	74%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Yes or Maybe	407	47%
No or Not Applicable	458	53%
Yes	246	28%
Maybe, No, or Not Applicable	619	72%



# Alternative 4



△ Intermediary Stops   ○ Termini   — Dedicated Infrastructure Segment   — Mixed Traffic Segment

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Yes or Maybe	326	37%
No or Not Applicable	545	63%
Yes	193	22%
Maybe, No, or Not Applicable	678	78%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Yes or Maybe	309	36%
No or Not Applicable	557	64%
Yes	172	20%
Maybe, No, or Not Applicable	694	80%



# Alternative 5



△ Intermediary Stops   ○ Termini   — Dedicated Infrastructure Segment   — Mixed Traffic Segment

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Yes or Maybe	336	38%
No or Not Applicable	539	62%
Yes	236	27%
Maybe, No, or Not Applicable	639	73%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Yes or Maybe	359	41%
No or Not Applicable	511	59%
Yes	258	30%
Maybe, No, or Not Applicable	612	70%



# Alternative 6



△ Intermediary Stops   ○ Termini   — Dedicated Infrastructure Segment   — Mixed Traffic Segment

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Yes or Maybe	337	39%
No or Not Applicable	535	61%
Yes	240	28%
Maybe, No, or Not Applicable	632	72%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Yes or Maybe	369	42%
No or Not Applicable	501	58%
Yes	267	31%
Maybe, No, or Not Applicable	603	69%

**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

**Alternative 1**

Yes or Maybe	405	46%
No or Not Applicable	473	54%

**Alternative 2**

Yes or Maybe	384	44%
No or Not Applicable	494	56%

**Alternative 3**

Yes or Maybe	383	44%
No or Not Applicable	486	56%

**Alternative 4**

Yes or Maybe	326	37%
No or Not Applicable	545	63%

**Alternative 5**

Yes or Maybe	336	38%
No or Not Applicable	539	62%

**Alternative 6**

Yes or Maybe	337	39%
No or Not Applicable	535	61%

**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

**Alternative 1**

Yes or Maybe	379	43%
No or Not Applicable	493	57%

**Alternative 2**

Yes or Maybe	364	42%
No or Not Applicable	504	58%

**Alternative 3**

Yes or Maybe	407	47%
No or Not Applicable	458	53%

**Alternative 4**

Yes or Maybe	309	36%
No or Not Applicable	557	64%

**Alternative 5**

Yes or Maybe	359	41%
No or Not Applicable	511	59%

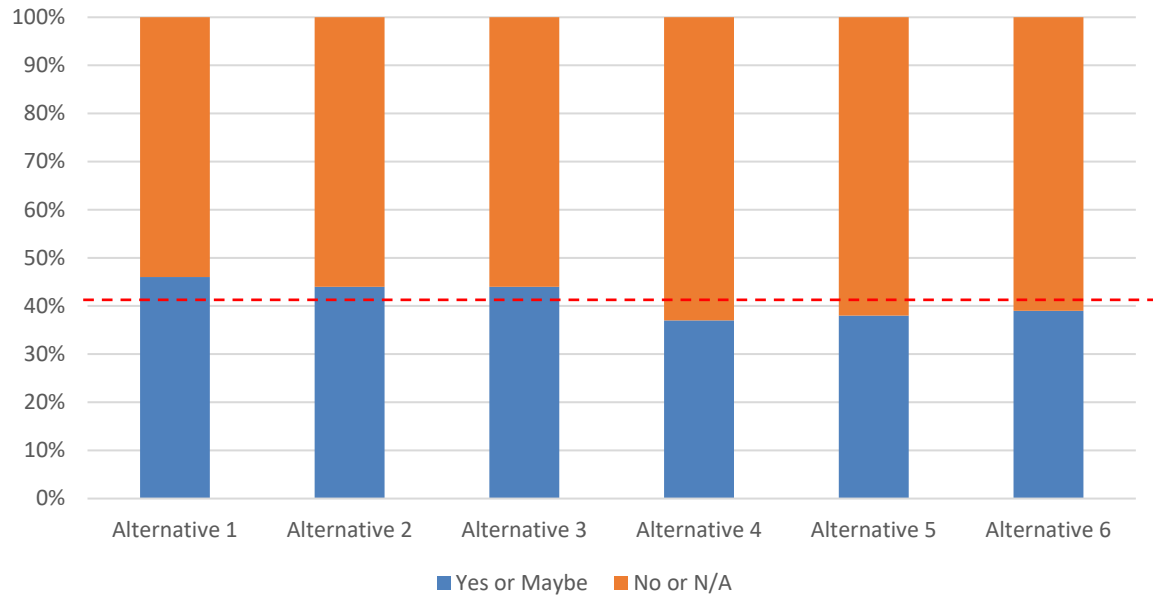
**Alternative 6**

Yes or Maybe	369	42%
No or Not Applicable	501	58%

71-72% of respondents answered these questions

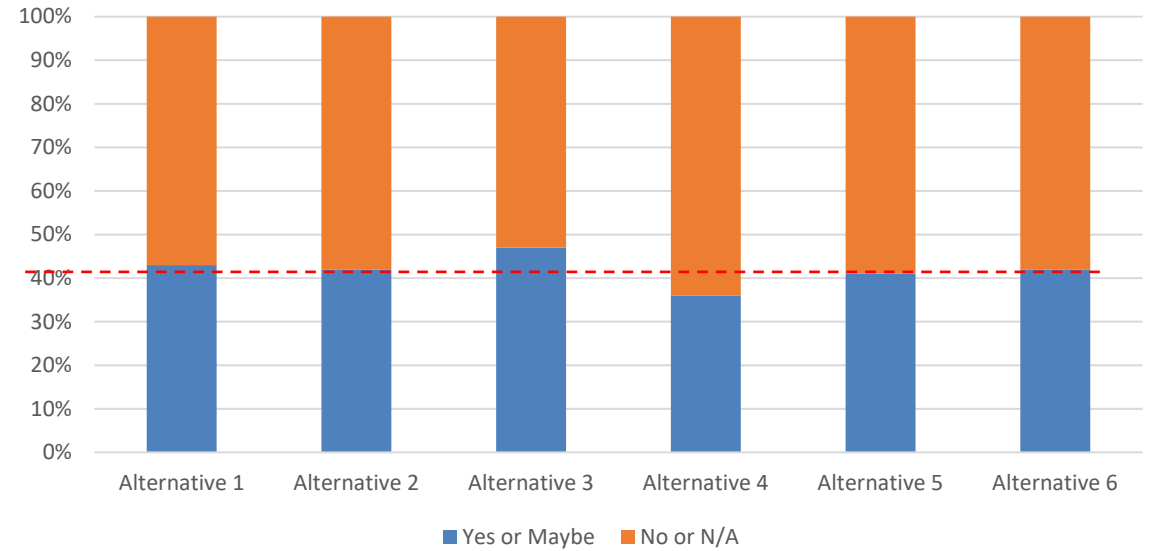


If you regularly or often use transit to or from Georgetown:  
Would this alternative make the trip easier or faster for you?



----- Median %Yes/Maybe

If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?



**If you regularly or often use transit to or from Georgetown: Would this alternative make the trip easier or faster for you?**

Alternative 1		
Yes	196	22%
Maybe, No, or Not Applicable	682	78%
Alternative 2		
Yes	198	23%
Maybe, No, or Not Applicable	680	77%
Alternative 3		
Yes	225	26%
Maybe, No, or Not Applicable	644	74%
Alternative 4		
Yes	193	22%
Maybe, No, or Not Applicable	678	78%
Alternative 5		
Yes	236	27%
Maybe, No, or Not Applicable	639	73%
Alternative 6		
Yes	240	28%
Maybe, No, or Not Applicable	632	72%

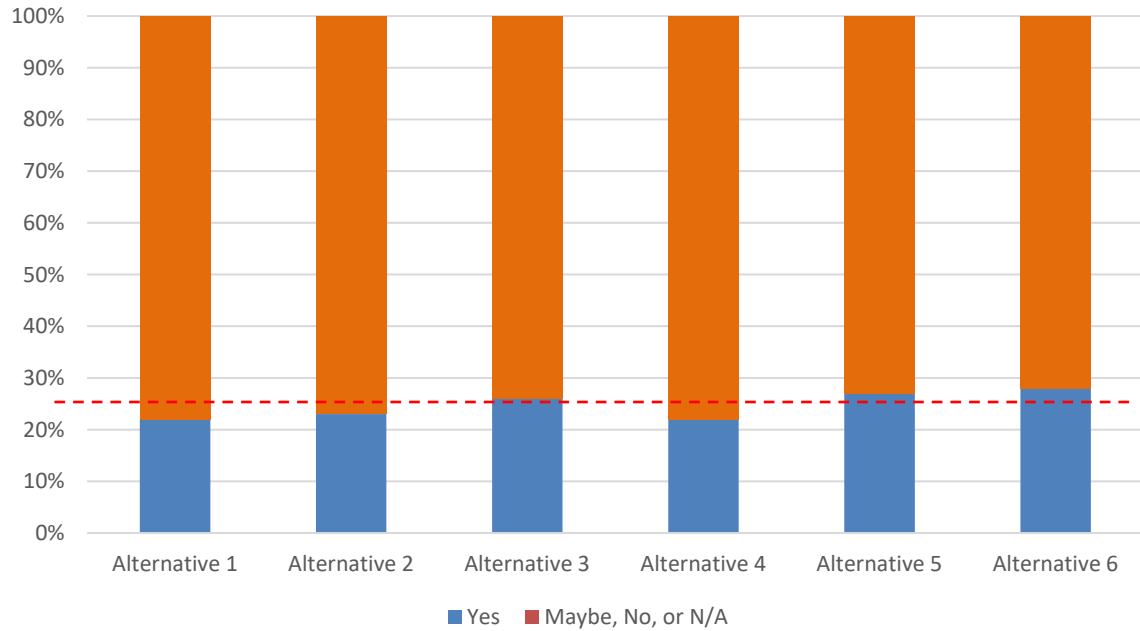
**If you only occasionally or never use transit to or from Georgetown: Would this alternative make it more likely for you to start using transit to or from Georgetown?**

Alternative 1		
Yes	196	23%
Maybe, No, or Not Applicable	674	77%
Alternative 2		
Yes	189	22%
Maybe, No, or Not Applicable	679	78%
Alternative 3		
Yes	246	28%
Maybe, No, or Not Applicable	619	72%
Alternative 4		
Yes	172	20%
Maybe, No, or Not Applicable	694	80%
Alternative 5		
Yes	258	30%
Maybe, No, or Not Applicable	612	70%
Alternative 6		
Yes	267	31%
Maybe, No, or Not Applicable	603	69%

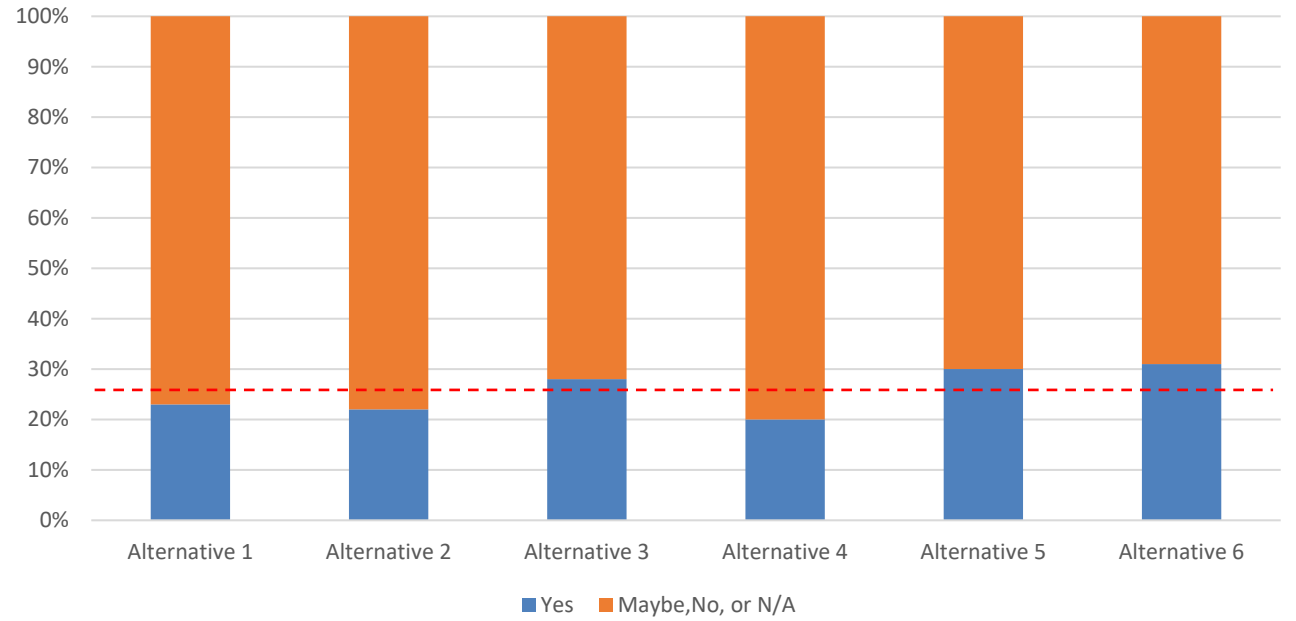
71-72% of respondents answered these questions



If you regularly or often use transit to or from Georgetown:  
Would this alternative make the trip easier or faster for you?

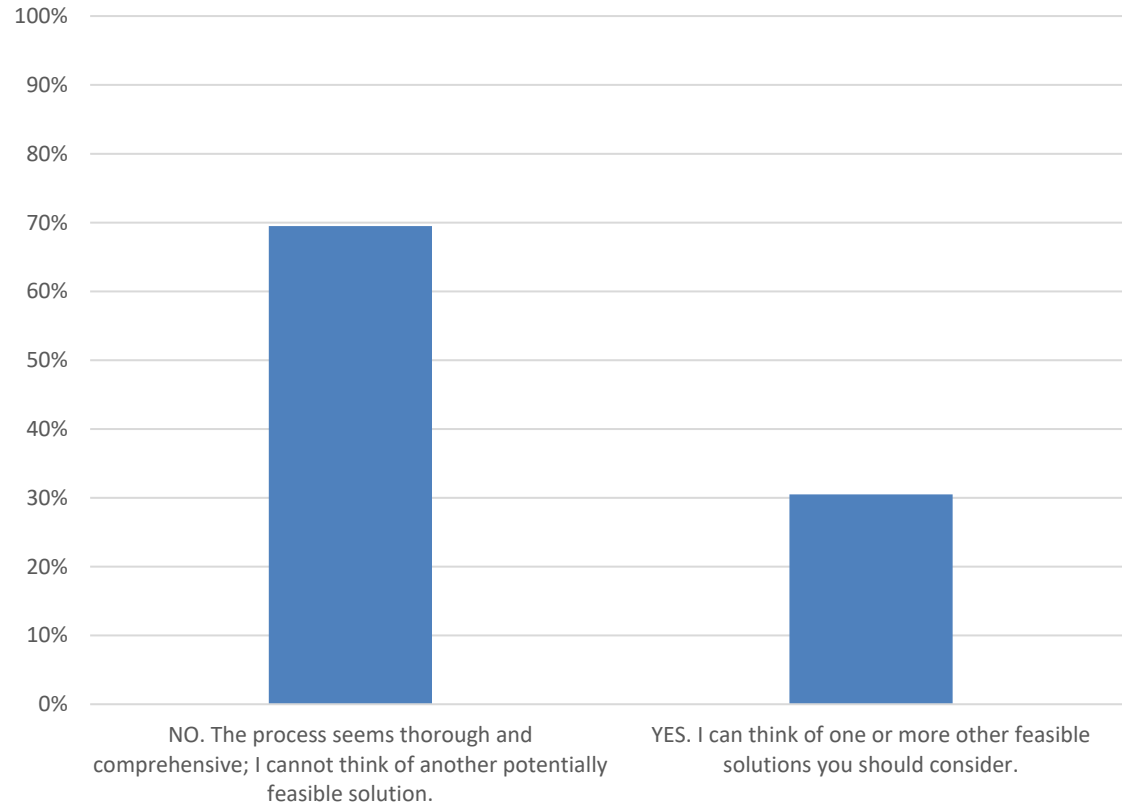


If you only occasionally or never use transit to or from Georgetown:  
Would this alternative make it more likely for you to start using  
transit to or from Georgetown?



----- Median %Yes

# Q15: Do you think our process left out potentially feasible solutions for enhancing connections between Georgetown and Metrorail that we should take a look at?



	Response	Percentage
NO. The process seems thorough and comprehensive; I cannot think of another potentially feasible solution.	515	70%
YES. I can think of one or more other feasible solutions you should consider.	226	30%
Total	741	100%

221 respondents (18% of all respondents) left one or more comments

61% of respondents answered this question



# Open Comments: Major Topics

## **Dedicated lanes are a good solution but they must be physically separated or separation must be enforced**

*"By far the biggest choke point for bus service through Georgetown is afternoon traffic on Wisconsin. The afternoon bus ride takes up to 50% longer because of traffic. Dedicated bus lanes would greatly improve commutes to downtown."*

*"[...] All in for bus. The more that the route is serviced through dedicated bus lanes, the better. I can see a bus getting stuck half an hour in traffic between the west end and Georgetown if you force the bus to share lanes with regular traffic. (Also, DDOT will need to aggressively enforce the use of bus lanes)"*

*"I use the 33 daily for both commuting and other personal trips, which almost always bring me through Georgetown. Those buses are frequently packed, and CRAWL through Georgetown, especially westbound in the PM. The dedicated infrastructure recommendations for Pennsylvania/M St/Wisconsin would do wonders for the 33 (and other bus routes operating on these roadways) and the already large number of transit commuters/tourists/etc."*

*"Establishing dedicated bus lanes in Georgetown will only help if the buses are very frequent and the parking situation is actively monitored by MPD, most cars are going to ignore the bus lane."*

**Extend the Reach of the alternatives:** Yellow/Green lines; Union Station; Upper Wisconsin Ave./Tenleytown; Courthouse

*"This does not hit the green or yellow line. You continue to only service portions of the city that you desire. I have filled out these surveys for years begging for options that include the green and yellow and it is never considered."*

*"Extend the Virginia side out to Ballston and you will have a ton more people on the Virginia side be able to easily take transit instead. Everyone in the Ballston-Courthouse corridor won't be if it at all from any of those plans."*

*"Buses in from the Woodley Park/Adams Morgan and Tenleytown metro stops. There could be stops at embassy row and DuPont Circle from the Woodley Park/Adams Morgan metro station and stops in the Palisades or Glover Park from the Tenleytown station."*

To think about when refining alternatives

# Open Comments: Major Topics

**Skepticism about location of transit hub:** Off center location/Lack of connection to rest of GTWN, safety, Challenge of the "Exorcist Stairs"

*"How do you address the extreme height difference between the bottom and top of the Exorcist stairs? A transit hub on the former Exxon station means people need to go up those stairs unless somehow the new station were connected to the Car Barn. If a student/staff/faculty member at the University is unable to navigate the Exorcist Stairs then the solution at the Exxon site is not viable. If that same person is able to walk up and down those stairs, then walking further to the Rosslyn Metro would not be a challenge. Without addressing the height difference the Exxon site is useless for access to and from the University."*

*"Bus hub should come all the way to current bus turnaround where the GUTS bus lets off now. Making the bus stop even further away from main campus doesn't really make any sense."*

*"The Exxon station may work as a transit hub, but I strongly question its safety for pedestrians based on how busy that road is during peak travel times. There would need to be changes to that intersection to make it safer or more friendly to transportation that isn't a motor vehicle and those changes may make that area worse for drivers [...] "*

## Minimize transfers

*"This is going to be made or broken on being able to keep the same transit tape throughout the journey. If I have to take Metro to ride to a gondola to get on a bus, it is just not going to happen."*

*"[...] Coming to GU from any DC neighborhood not near a metro station means that a person has to take a bus to the metro, and if it's not the red line they have to change trains. So in your plans, the person will end up taking two buses and two metros. It will take more time to get to school than just having more metrobuses that run regularly and on time."*

To think about when refining alternatives



# Open Comments: Major Topics

## More consideration of active transportation options

*"I recognize that expanding bicycle or pedestrian options is not sufficient to address the current problems, but these options should still be aggressively pursued to make transit easier in the interim. Please do not eliminate this option from your planning."*

*"[...] I bike everyday along the Key Bridge and M/N Streets. I think a better bike/pedestrian connection is critical. From Rosslyn to Downtown DC is a 25-minute bike ride, this is a fast, flat and direct route that requires protection for all road users. There are enough bikers every morning/evening for a dedicated bike lane. I regularly see bikers (often with kids) in traffic with buses, cars, trucks—this is so unsafe and we need a safe passage through M Street [...] In addition, Georgetown is the biking hub in DC (C&O Canal, Mount Vernon Trail, Rock Creek, Capital Crescent Trail, and numerous bike shops) [...] A dedicated lane over the Key Bridge would greatly improve public safety across the Key Bridge. The White Hurst freeway turnoff should also be considered for removal with the addition of a bike lane*

*"Better walking and biking infrastructure especially between Rosslyn and Georgetown"*

## Reduce Automobile traffic

*"Any concept should aim to strongly discourage car traffic on M St and Wisconsin Ave, not just as a means to address the transit need, but also as a good in itself, to improve the environment for pedestrians. The Georgetown core has narrow sidewalks and because of constant vehicular traffic is loud, cramped, unpleasant, and unsafe for anyone not in a car. Motorists are aggressive and consistently speed in this corridor. Addressing this environment would go a long way toward improving the commercial and cultural vitality of the area."*

*"I have serious concerns about the functionality of bus rapid transit in this corridor if M St does not become 100% closed to anything except buses, bicycles, and pedestrians."*

*"Making M St pedestrian-only on certain days (Saturdays, or even 1-2 weekends a month) would increase the appeal of traveling to/through Georgetown."*

To think about when refining alternatives

# Open Comments: Major Topics

## **Concerns about impacts on car travel and parking: M Street, Reservoir Road, Burleith neighborhood**

*"Adding dedicated bus lanes would impact parking in adjacent neighborhoods. Many visitors and commuters park in Georgetown and Burleith already and taking away more short-term parking on main thoroughfares (i.e., Reservoir and Wisconsin Avenues) will make it more difficult for residents to park near their homes."*

*"I am not sure why Georgetown needs a gondola and/or more bus lanes or bikes lanes. I believe Georgetown needs more CAR lanes and more PARKING - bus lanes, gondolas and bike lanes only impede vehicular and pedestrian traffic, which is already congested and difficult to navigate. Easy vehicular access is essential to residents, office workers, tourists and shoppers."*

## **Redundancy with existing bus connections**

*"Do the proposed bus routes from Georgetown-Dupont and Rosslyn to Georgetown fall along the current Circulator route? I fail to see how it is different from the bus options already available."*

*Increased service on the D6, D2 and G2 Metrobus routes between the Dupont Circle Metro station and Medstar GU Hospital/Georgetown, Georgetown and GU.. Unlike the 6 options you are considering, these routes do not currently have heavy traffic. Such increased service could be in conjunction with a combination of your G2 and G26 options. The latter would get people to Georgetown, and to GU and Medstar GU Hosp. by presumably taking them across the GU campus on a shuttle with minimal involvement in local traffic."*

*"[...] What's wrong with the current circulator route?"*

Considerations that may have to be addressed in later stage of planning



# Open Comments: Major Topics

## **Solution is a Metro station or the DC Streetcar**

*"I think you should push for a Georgetown metro station stop. There are buses that go around Georgetown already, and bus stops aren't weather-proofed. This leaves some people waiting in the cold or extreme heat for the bus to arrive, and with climate change the weather will only get worse. "*

*"Streetcar extension eliminated too readily. Bus routes are a good, similar, step in the right direction, but dedicated streetcar infrastructure will drive greater economic development, predictability, and foster a long-term commitment to Metrorail access in Georgetown."*

## **Polarized opinions about gondola alternatives**

*"Gondola/air rail system is a great idea, which could be expanded to connect foggy bottom, DuPont, and Rosslyn through a Georgetown air rail hub."*

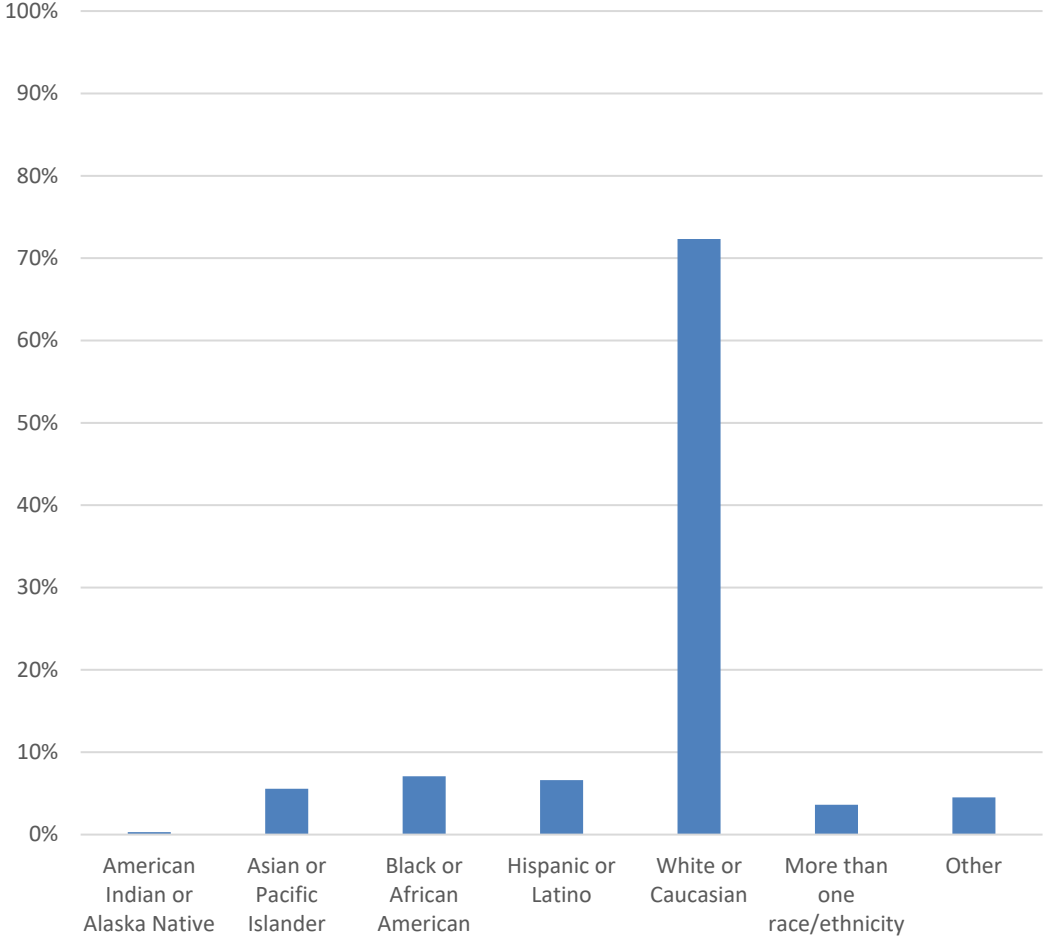
*"Do the gondola! It will bring in tourism"*

*"The gondola idea is bad. Don't do that, it's not a real transit link, it's a tourist boondoggle"*

*"The gondola concept remains absurd, and whoever's hobby horse it is should be mildly ashamed for relentlessly pushing for such a boondoggle."*

Considerations that may have to be addressed in later stage of planning

# Q20: What race/ethnicity best describes you

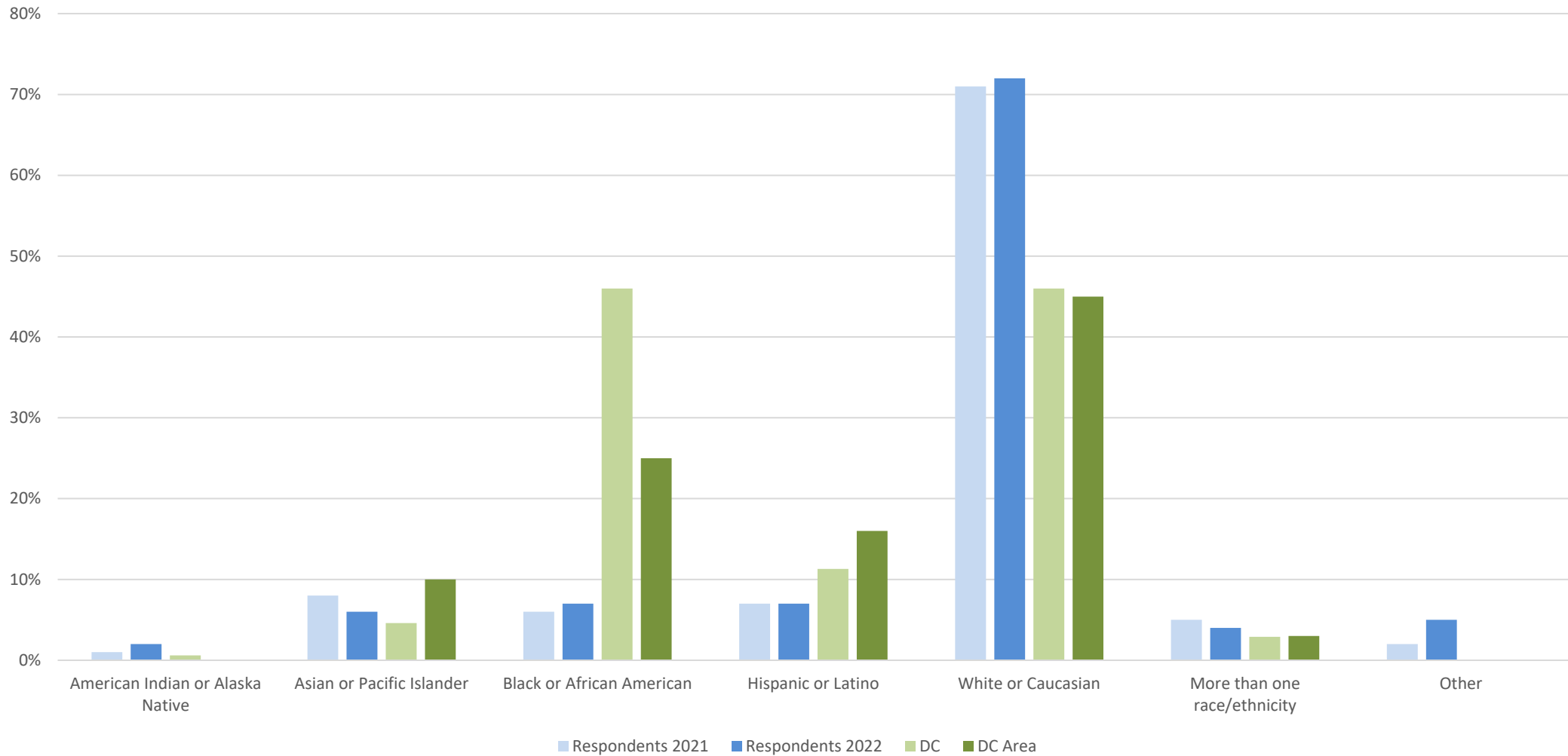


	Response	Percentage
American Indian or Alaska Native	2	0%
Asian or Pacific Islander	37	6%
Black or African American	47	7%
Hispanic or Latino	44	7%
White or Caucasian	481	72%
More than one race/ethnicity	24	4%
Other	30	5%
Total	665	100%

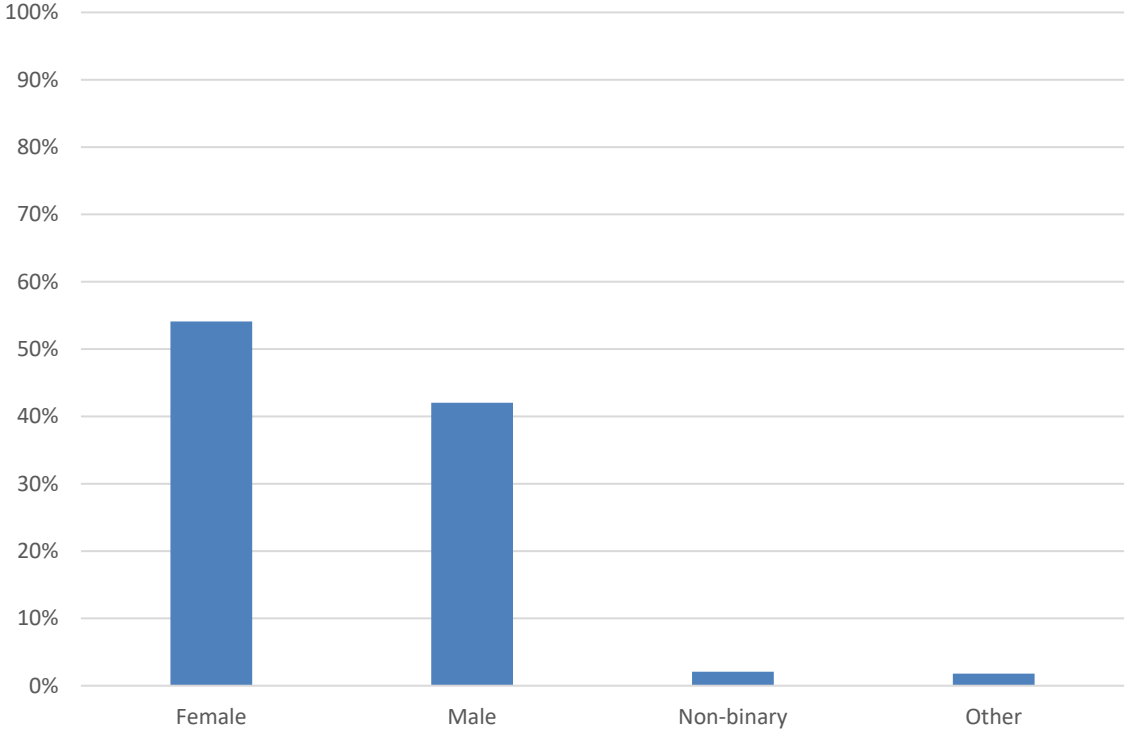
55% of respondents answered this question



# Demographics: Race and Ethnicity -Comparison



# Q21: What is your gender?

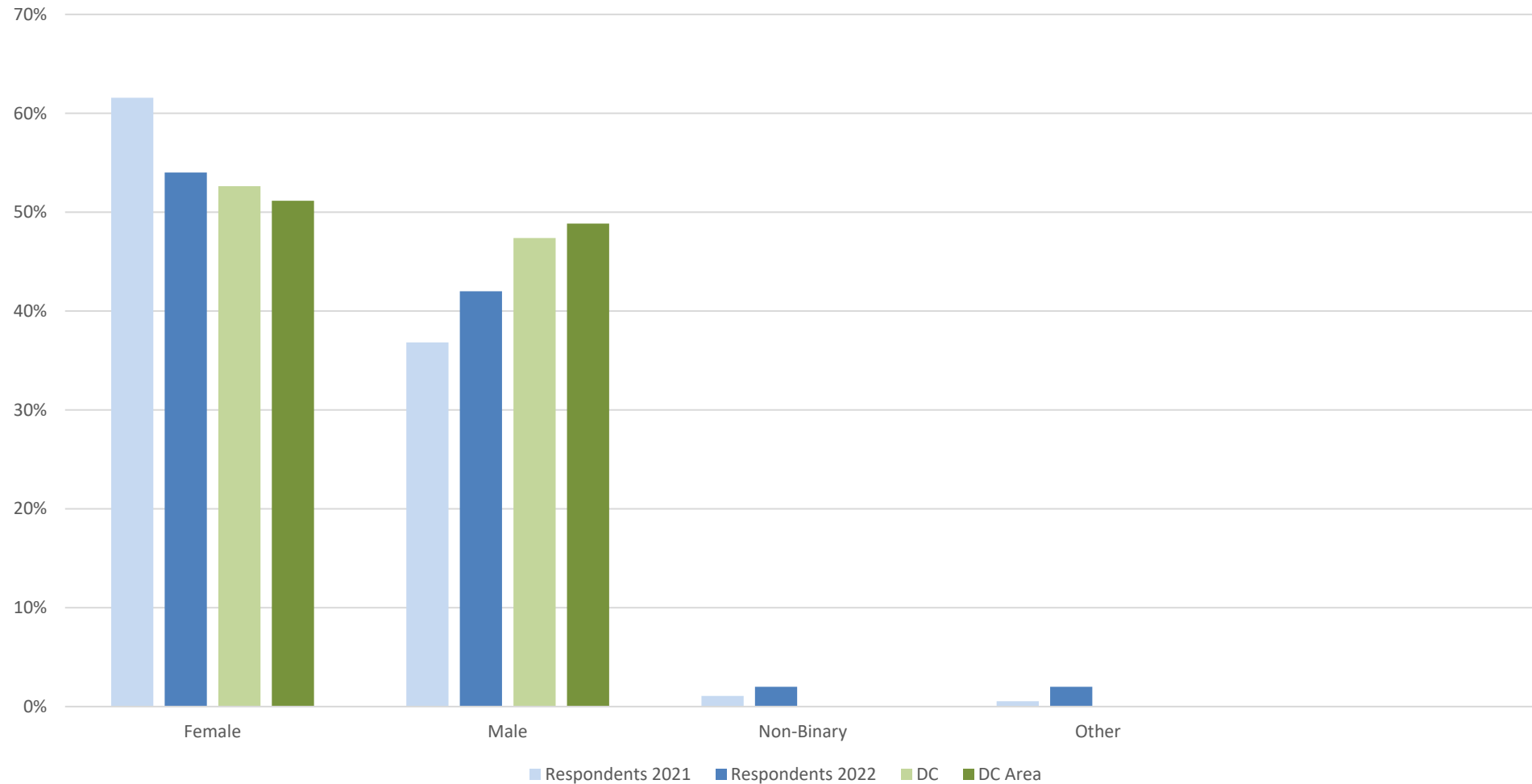


	Response	Percentage
Female	363	54%
Male	282	42%
Non-binary	14	2%
Other	12	2%
Total	671	100%

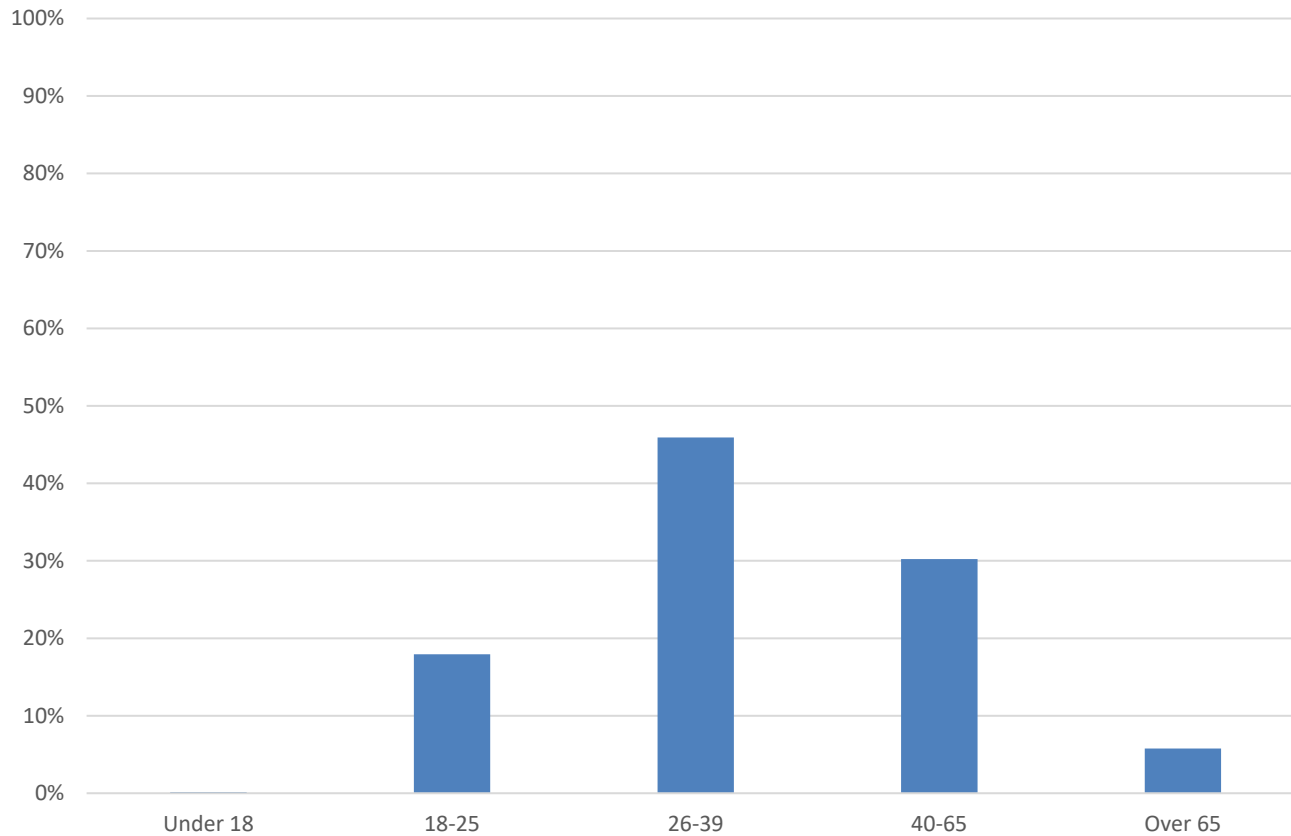
55% of respondents answered this question



# Demographics: Gender-Comparison



## Q22: What is your age?

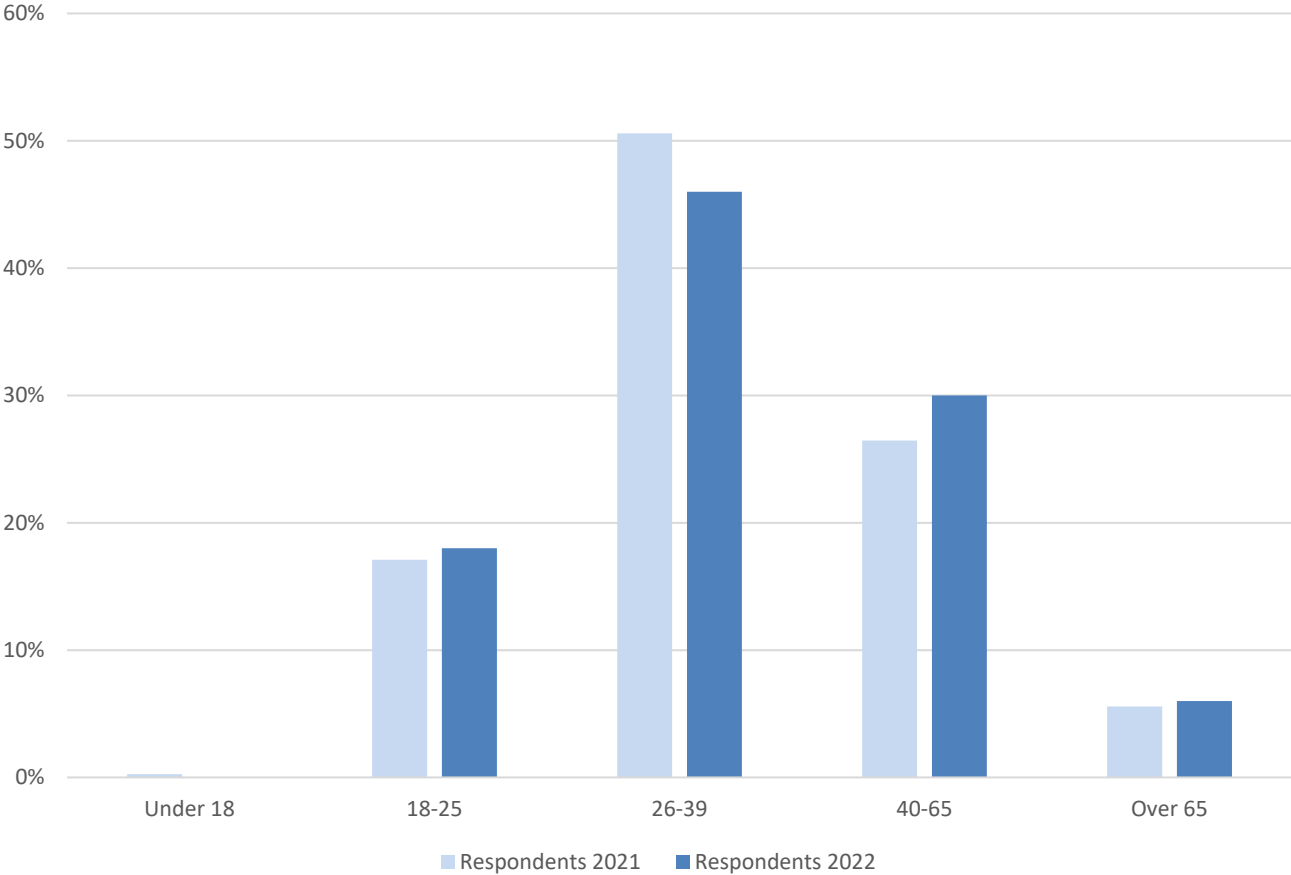


	Response	Percentage
Under 18	1	0%
18-25	121	18%
26-39	310	46%
40-65	204	30%
Over 65	39	6%
Total	675	100%

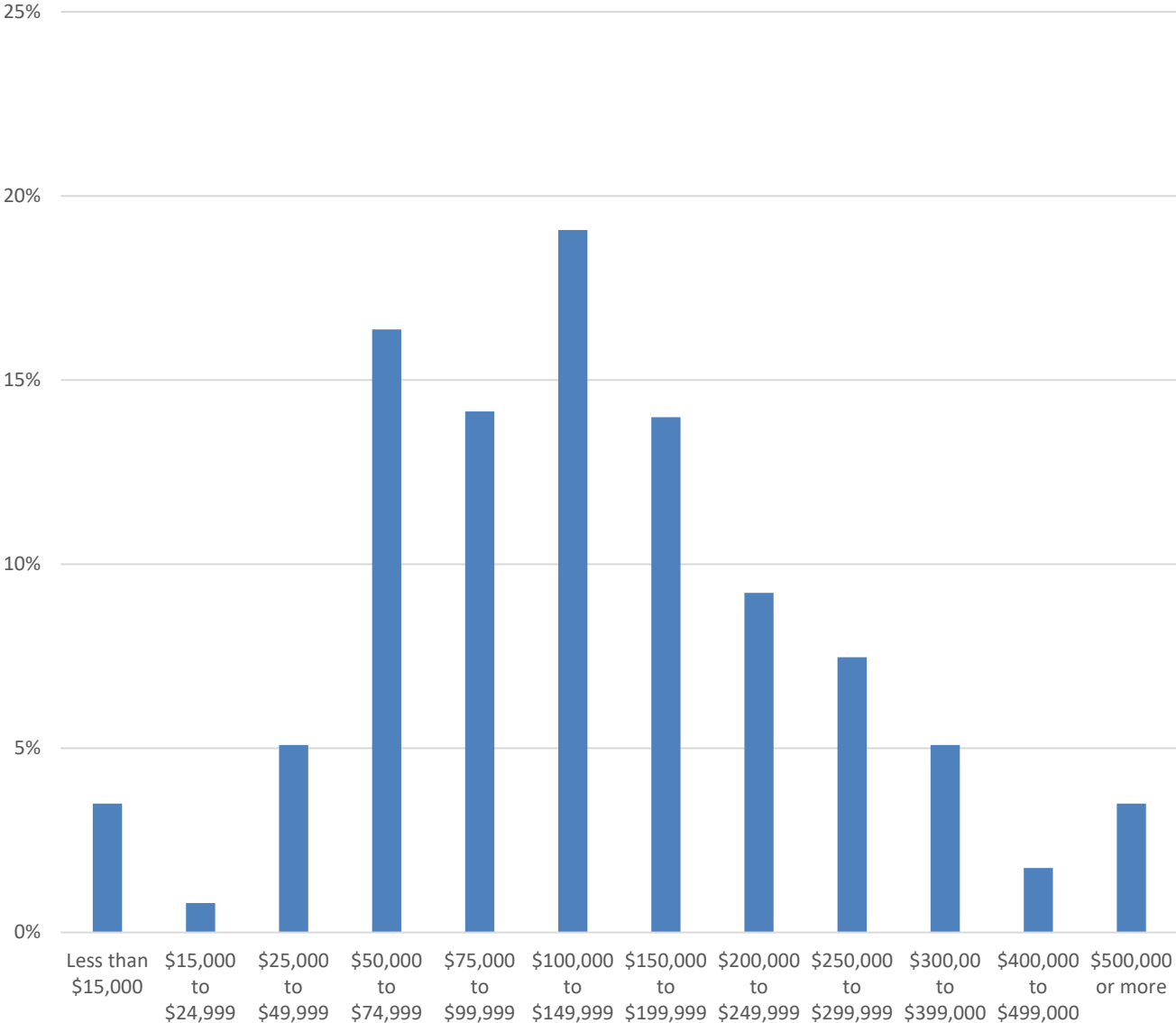
56% of respondents answered this question



# Demographics: Age-Comparison



# Q23: What is your annual household income?

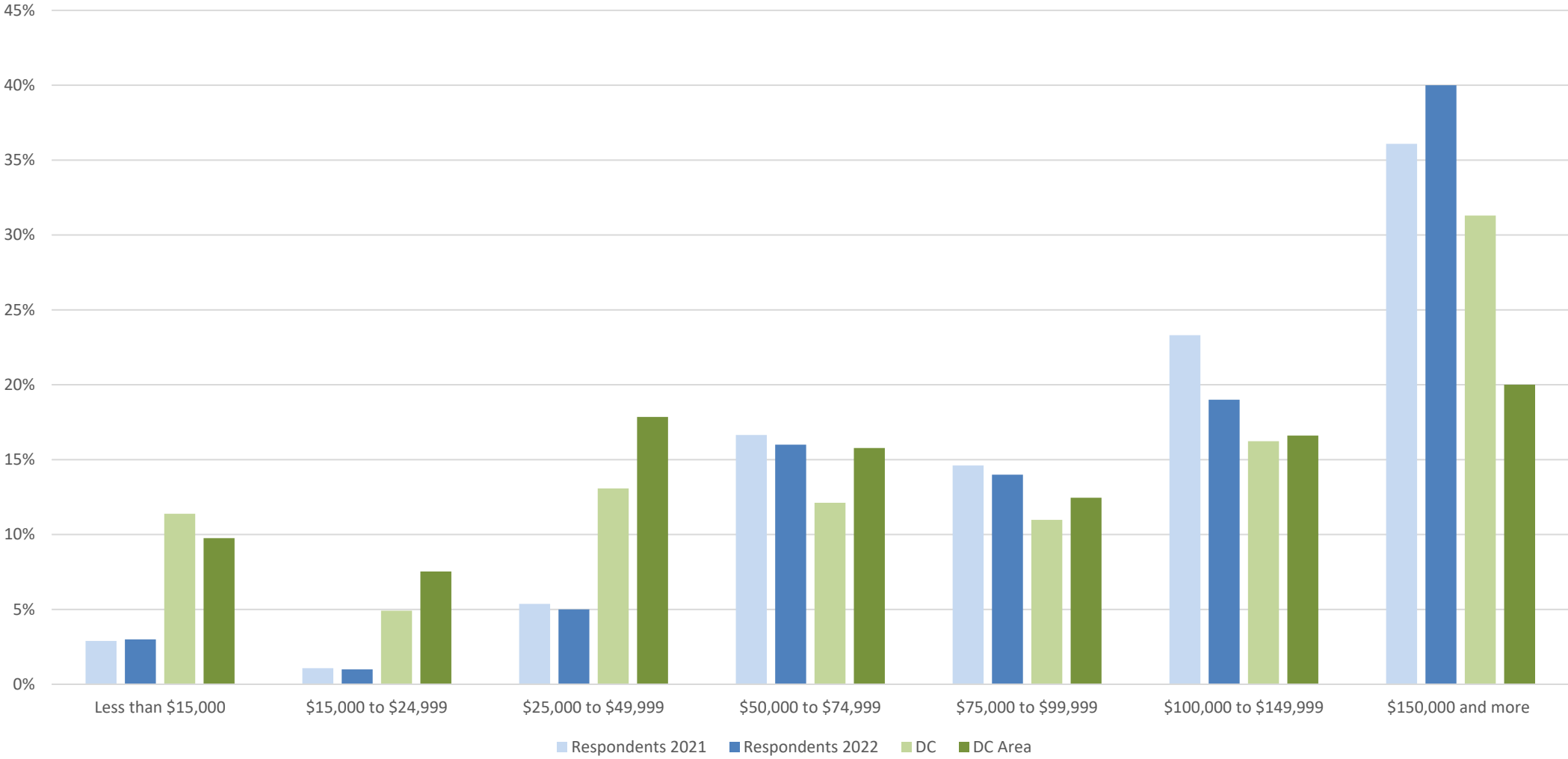


	Response	Percentage
Less than \$15,000	22	3%
\$15,000 to \$24,999	5	1%
\$25,000 to \$49,999	32	5%
\$50,000 to \$74,999	103	16%
\$75,000 to \$99,999	89	14%
\$100,000 to \$149,999	120	19%
\$150,000 to \$199,999	88	14%
\$200,000 to \$249,999	58	9%
\$250,000 to \$299,999	47	7%
\$300,00 to \$399,000	32	5%
\$400,000 to \$499,000	11	2%
\$500,000 or more	22	3%
<b>Total</b>	<b>629</b>	<b>100%</b>

52% of respondents answered this question



# Demographics: Household Income -Comparison



DATE	Do you think our process left out potentially feasible solutions for enhancing connections between Georgetown and Metrorail that we should take a look at? If Yes, please explain in the box below.	Please enter any other comment or feedback you may have in the following box.	ZIP (Residential)	ZIP(Work)
9/1/2022		I use the 33 daily for both commuting and other personal trips, which almost always bring me through Georgetown. Those buses are frequently packed, and CRAWL through Georgetown, especially westbound in the PM. The dedicated infrastructure recommendations for Pennsylvania/M St/Wisconsin would do wonders for the 33 (and other bus routes operating on these roadways) and the already large number of transit commuters/tourists/etc.	20016	20003
9/1/2022		GONDOLA!	20007	20007
9/2/2022	Better bike/ped infrastructure		20002	20002
9/2/2022		I love the gondola idea and hope it happens. As a general matter, any dedicated bus lanes from a nearby Metro station to and from Georgetown is a great idea. Last, a long term plan to get a bridge from Georgetown Waterfront Park to Roosevelt Island would be amazing.	20001	20007
9/2/2022		The gondola concept remains absurd, and whoever's hobby horse it is should be mildly ashamed for relentlessly pushing for such a boondoggle.	20007	20007
9/2/2022	Is a Metro underground connection impossible?		20016	20007
9/2/2022	Please choose the option that has the potential to move the most number safely and effectively, with an eye toward helping support the local businesses. Circulator buses continue to get stuck in traffic, which is a pain, especially when I have larger purchases. I sometimes choose to shop elsewhere because of the likely inconvenience.		20036	20036
9/2/2022	the planning seems to be focused on one group, bus riders and their access to Georgetown to the exclusion of all? other groups? Shoppers, Tourists, Residents, Office Workers, and dedicated bus lanes seemingly will make all of those groups access more difficult.	want to see the study statistics on car, uber, taxi traffic and how those would be affected by any of these plans as well as a survey of visitor preferences for travel, we may make a bunch of fast busses for people that don't want to ride a bus.	20037	20007
9/2/2022	metro rail study with boring company with Elon Musk		22102	20007
9/2/2022		Thank you for your hard work! Can't wait to see more transit options available	20007	20037
9/2/2022	N/a	Connecting to the hospital seems like the best way to connect people to Georgetown and also make the transit more accessible/have additional purposes. Also, people west of Georgetown often get left out of these transit conversations.	20007	20004
9/2/2022	Making M St pedestrian-only on certain days (Saturdays, or even 1-2 weekends a month) would increase the appeal of traveling to/through Georgetown.		20007	20037
9/2/2022		Many people walk from Rosslyn > Georgetown. The circulator isn't reliable enough to rely on	22180	20007
9/2/2022		There are already a multitude of bus routes between Georgetown and the stations referenced in the study. I fail to see how a "fast bus" would be able to offer a better alternative to these others. The roads are already so congested, would adding more buses not just make this work? The gondola concept is cool, is there no other "out of the box" idea for connecting to the DC core stops? A more proactive, innovative solution would be better	20007	20007
9/2/2022	Tram!			
9/2/2022	I think it's silly to waste time on a gondola. When connecting to metro, I do not waste time venturing to Rosslyn unless I am going to NoVa. I go to Foggy Bottom or Dupont. I also think the former Exxon site is a remote and hard-to-access location and would be a poorly utilized transit hub. I would prefer more emphasis is spent on improving bus service on the Wisconsin/M St segments as well as providing safer bicycle infrastructure. I would assume improved pedestrian facilities would complement these. Given the space constraints, business needs, and various challenges on the Wisconsin/M St corridors, I would have preferred more resources spent on analyzing how to look at the road network in this area to better serve existing busses. If I go to Rosslyn, I bike across the existing facilities on the Key Bridge, and wouldn't waste time going to a gondola station that takes me to... Rosslyn.		20007	20003
9/2/2022	Connection between Woodley Park and Georgetown or Southern Cleveland Park and Georgetown to better connect the northern suburbs to Georgetown without needing to transfer transportation modes	None	20009	20057



DATE	Do you think our process left out potentially feasible solutions for enhancing connections between Georgetown and Metrorail that we should take a look at? If Yes, please explain in the box below.	Please enter any other comment or feedback you may have in the following box.	ZIP (Residential)	ZIP(Work)
9/2/2022	Dedicated raised platform brt on a loop with all three closest metro station this way it's truly integrated		20746	20007
9/2/2022	There should not be only one access point to Georgetown - especially 9f you have a transit hib at the old Exxon station. There's a university where students and employees may love all over the city or want to go all over the city. Both Dupont and Farragut are great choices but literally even just a direct route to the foggy bottom station would be helpful. Access to the hospital is also important and should not be limited by a dump off at the Exxon transit hub.		22201	22201
9/2/2022	None of the solutions would provide better public transit between the hospital and the Exxon; ie, in the upper Georgetown / Foxhall neighborhood.		20007	
9/2/2022	Buses never actually run on schedule			
9/2/2022	Add a metro stop and make it a permanent solution. That's what we all want.	A metro stop should still be in consideration.	20910	
9/2/2022	Add a metro rail stop IN Georgetown. That is literally the most convenient way to improve access. As a current medical student at Georgetown, the lack of access to Georgetown via metro rail is beyond frustrating, it's infuriating, for Georgetown employees, PATIENTS of MedStar GU Hospital, and literally anyone that has to commute or just wants to go elsewhere in DC.	Add a metro rail stop and stop withholding access to and from Georgetown for EVERYBODY	20007	20007
9/2/2022	Bus going from Glover Park to Rosslyn metro as short term solution until metro stop at former Exxon in Georgetown		20007	20007
9/2/2022	Setting Georgetown up to be primarily bus focused will be detrimental to the community. We must allow cars to easily flow through the Georgetown and surrounding areas. By providing a semi bus only scenario visitors from out of town, workers from outside the immediate Georgetown area, and others will find it too burdensome to come and shop, eat, and just hang out. There's got to be a better way to make sure that everyone can enjoy this area.		20037	
9/2/2022	Gondola At Rosslyn, Georgetown, and north, like near American. Missing the entire northern commute.		22304	20016
9/2/2022	Protected bike lanes connecting Arlington and parts of DC to north and east of Georgetown.		20009	20009
9/2/2022	Increase buses on Q and P streets and block those streets to traffic.		20007	20036
9/2/2022	More streetcar	Need to connect both downtown and upper NW	20002	20002
9/2/2022	N/A	Would be nice to have 2 options: 1 for those traveling primarily on the red line and 1 for those traveling on orange/silver/blue	20001	20001
9/2/2022	Have the neighborhoods who will be impacted (Foxhall village, Burleith, etc) been involved in these studies/proposals?		20007	20007
9/2/2022	Improving bus service reliability on existing lines	This ignores the issue of upper Georgetown and metro station access via bus	20007	20007
9/2/2022	I think the options offered are good. Concerning the bus routes, there are currently options available, but expanding them is not a bad idea. For example, the 38B, 31, and 33 all run from Farragut north/west to Georgetown. The bus options from this area could potentially be an expedited shuttle. These buses also run through Foggy Bottom and Washington Circle before they hit Georgetown. Additionally, as of now, there is a circulator that runs between Dupont and Georgetown. It's a straight shot more or less, but expanding these options are always great. Concerning the aerial gondola, I do think it is an option, however I do not think it is the best option considering the proximity of Rosslyn and Georgetown. Currently be 38B in circulator run between the two neighborhoods, and the Foggy Bottom metro station is one stop on the train where you could take the train and catch one of the aforementioned buses.		20036	20006
9/2/2022		Do the gondola! It will bring in tourism	20057	20057
9/2/2022	Reinstate the 30N and the 30S	Get more buses with more routes running in Georgetown	20016	20057
9/2/2022	Bring the H St Trolley over and up to Georgetown and connect through some metro stations.		20007	20814

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9/2/2022	Georgetown university to DuPont circle metro: one stop only. Or to Rosslyn, one stop only. It'll make the 10 min drive from Georgetown to DuPont faster instead of 25 minutes with the current G2 bus due to stops. Having access to a metro is the biggest issue with commuting to Georgetown		20036	20057
9/2/2022		Option 1 please!!!		
9/2/2022	Re-site of hub to accommodate water transport		22202	20001
9/2/2022	Consider busses coming down from Dupont Circle to M street.	Thank you for continuing to seek mass transit opportunities for Georgetown.	20007	20001
9/2/2022	If anything improving the flow of car traffic and helping to better identify parking solutions for visitors should be a priority. As well as improved light timing and a better solution to left turn bottlenecking on M Street and Wisconsin AVE. The gondola will add nothing but an eyesore to our beautiful skyline as well as doubts on reliability and usability due to our frequent high winds.		20037	20007
9/2/2022		As someone who parks in Georgetown, the gondola option is attractive because I imagine it would ease congestion and parking.	20007	20007
9/2/2022	Well I think the gondola is a great short term solution, however a metro rail would be a perfect long term solution. I would hope that georgetown decides to push for both projects in the future.	N/A	20007	20007
9/2/2022	Build a metro station in Georgetown and connect it to the rest of DC		20057	20057
9/2/2022		As a GU student who does not have access to parking like many others, a safe and efficient route to campus is imperative.	20016	
9/2/2022	DO NOT RUIN GEORGETOWN WITH A METRO!!!		20007	20007
9/2/2022	Gondola/air rail system is a great idea, which could be expanded to connect foggy bottom, DuPont, and Rosslyn through a Georgetown air rail hub.	An expanded air rail system is a great way to utilize existing infrastructure (build above/adjacent to roadways) and could easily connect the three surrounding metro stops through a Georgetown air rail hub.	20007	20007
9/2/2022	There needs to be a Georgetown metro stop. It was purposely not given a metro stop in order to isolate a wealthy area if the city. Georgetown prioritizes those with access to cars. Buses are not the solution - they are slow, inconsistent, and add difficulty (ie transfers) to travel.		20003	20006
9/2/2022	Metro!! Increased presser makes a "long term solution" more short term. The sooner you start, the sooner it happens		20007	20008
9/2/2022	Walking/biking		20815	N/a
9/2/2022	What about a U St or Logan Circle <-> Georgetown connector? I can easily walk from Dupont to Georgetown, and buses would further crowd M St. I wish there were more connections from upper Wisconsin (Russian Embassy on down) and areas like Wesley Heights and Glover Park, especially around Tunlaw Rd		20007	22203
9/2/2022	There should be an overground trolley connecting start of Georgetown, West End, DuPont, Foggy Bottom. Essentially a circular(ish) trolley system connecting these neighborhoods.		20037	20005
9/3/2022	Waterfront options were not fully explored, nor considerations for access from other parts of Western DC		20024	20740
9/3/2022	Metro stop in Georgetown		20008	20006
9/3/2022	Na	Georgetown is pretty crowded already. Not sure if additional public transportation is necessary	20009	20009
9/3/2022	Extending the metro into georgetown		20057	20057
9/3/2022		The gondola is an attention-getter but seems more fanciful than practical. What's wrong with the current circulator route?	20006	20006
9/3/2022	connect Rosslyn, Georgetown and Foggy Bottom by bus, and Increase frequency of bus lines existing (circulator, 38B). Do not choque between DC or Rosslyn to connect Gerorgetown, use both.		22209	20037



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9/3/2022	Have a metro station in Georgetown			
9/3/2022	A metro stop is a good option to consider.		20010	
9/3/2022	Metro stop			
9/3/2022		Living in Nova I'm just excited to see transit and Georgetown being discussed	20191	
9/3/2022	An above ground metro - like the Dublin Luas system		22209	20057
9/3/2022	Improving current bus options. There are plenty of busses from Georgetown to Dupont and Farragut, they just get caught in car traffic. Dedicated bus lanes would be a better (and cheaper) solution. Similarly, if I want to get to Rosslyn from Georgetown, I usually just bike or walk across the Key Bridge. Why not use the already existing infrastructure and build out a more expansive pedestrian bridge? Regardless, if there was a gondola across the river, I would not use it. It would be more inconvenient for me to do that (at that point taking 3 types of transit with connections between each?) than using the infrastructure that already exists.		20007	20011
9/4/2022		I do not like the Gondola project...Something else needs to be planned.	20007	20007
9/4/2022	Georgetown will never be fully accessible until a metro stop or multiple metro stops are introduced. A gondola is a silly idea, because it only brings people into Georgetown where they would still have no way to get to the rest of the city except by busses that take as long as it would to just walk or bike to where you need to go, which is not accessible for the elderly or disabled, and is very unpleasant to anyone in the case of inclement weather. Georgetown needs a metro line going up Wisconsin to tap into the red line and to connect Georgetown to the rest of DC.	Metro is a much better idea than gondola. It would be better to introduce all of the bus lines suggested than to waste money time and effort on a gondola to nowhere.		
9/4/2022	Bike routes		20016	20007
9/4/2022	Metro Blue line stop		20814	20433
9/4/2022	A way to get from the national mall to and from Georgetown		20895	
9/5/2022	bus connection from Georgetown (Exxon station) to Logan Circle area		20007	20036
9/6/2022	Improve existing Circulator bus service, which seems increasingly inconsistent. Not unusual to wait over 20 minutes, while there often are two or three buses sitting at the Dupont or Georgetown ends.	I've lived in Georgetown for 35 years and never had a car, so greatly appreciate your work on this issue. I am concerned about what creation of the dedicated bus lanes would do to already congested car traffic on M street. I love the gondola proposal which I think would encourage more Virginians to leave their cars at home.	20007-3619	20007-3619
9/6/2022	Restarting the streetcar extension is more feasible and effective than a gondola that will be used basically only by tourists.	The bus priority alternatives are really the only ones that make sense, but there should be bus priority to both Medstar and the Exxon site.	20007	20006
9/6/2022		Wisconsin Ave needs improved bus lanes and transit, not just M street	20007	20005
9/6/2022	Express bus lanes and frequent bus service up Wisconsin Avenue through Glover Park and Tenleytown	By far the biggest choke point for bus service through Georgetown is afternoon traffic on Wisconsin. The afternoon bus ride takes up to 50% longer because of traffic. Dedicated bus lanes would greatly improve commutes to downtown.	20007	20001
9/6/2022	I am not sure why Georgetown needs a gondola and/or more bus lanes or bike lanes. I believe Georgetown needs more CAR lanes and more PARKING - bus lanes, gondolas and bike lanes only impede vehicular and pedestrian traffic, which is already congested and difficult to navigate. Easy vehicular access is essential to residents, office workers, tourists and shoppers.	I am not sure why Georgetown needs a gondola and/or more bus lanes or bike lanes. I believe Georgetown needs more CAR lanes and more PARKING - bus lanes, gondolas and bike lanes only impede vehicular and pedestrian traffic, which is already congested and difficult to navigate. Easy vehicular access is essential to residents, office workers, tourists and shoppers.		20007
9/6/2022		The circulator works for me now. Any express bus should use the Whitehurst to avoid adding congestion to circulator routes. Question: how will express bus lanes impact parking and outside restauofining?	20007	20007
9/6/2022		Luckily, a global pandemic has made much of this planning unneeded. With traffic flows in and out of town never expected to return to pre pandemic times, with so many people working remotely and the core of DC losing businesses left and right...this is a solution looking for a problem that doesn't exist anymore.	20007	20007
9/6/2022	Running a bus down P or Q Streets. I live north of M street so an M street route is not feasible.	The gondola is not a great option because congestion is so bad at the old Exxon Station.	20007	
9/6/2022	Unbelievable that the bike was not selected.	It is not only about access to GT. And it is about passing through it too. And bike lane is necessary given the proximity to their trails and bike lanes.	20851	20003

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9/6/2022	Dedicated bus lane from the Smithsonian Metro to Georgetown taking a lane of Rock Creek Parkway	The X2 bus is my main form of transportation that direction so the bus options that connect with the X2 line would be ones I would use	20002	20002
9/6/2022	Dedicated bus lane from Farragut through Georgetown up Wisconsin to Tenleytown Metro.	Many of us in Glover Park and Burleith take transit through town but get stuck in traffic on M St. Could also benefit from bus lane. In general though DC does a terrible job enforcing bus lanes so it's hard to get all that excited about proposals for new ones.	20007	20005
9/7/2022	It is not that it left out a feasible solution, but from the moment that the gondola makes it past your screening process for transportation options, then you should be either revisiting your criteria, or how you are applying it.	The district should stop trying to make this gondola happen. The gondola is not a transportation solution, your criteria (or your application of it) is obviously flawed. All in for bus. The more that the route is serviced through dedicated bus lanes, the better. I can see a bus getting stuck half an hour in traffic between the West End and Georgetown if you force the bus to share lanes with regular traffic. (Also, DDOT will need to aggressively enforce the use of bus lanes)	20020	22201
9/7/2022		I would love to see the Dupont-Georgetown option extend to U Street. Currently Circulator and bus routes are not running frequently enough.	20008	20007
9/7/2022	connect with more of downtown - extend east to Union Station or H Street		20001	20001
9/7/2022		Bus lanes need to be 100% dedicated and protected if this is to be a reliable service.	20009	20036
9/7/2022	I'd create two fast bus loops. One would start at Dupont Circle, go down P Street to Wisconsin, south on Wisconsin to M. West on M St to Canal and then north on Foxhall with a stop at Hardy Recreation Center. Then east on Reservoir Rd and stop at the hospital. Then south on Wisconsin and then back east in P to Dupont Circle. The second would start at Metro Center and go down M all the way through Georgetown. It would do a similar loop but going into Canal, north on Foxhall, east on Reservoir, south on Wisconsin and then back to M Street to Metro Center.	None.	20005	20001
9/7/2022	Busses in from the Woodley Park/Adams Morgan and Tenleytown Metro stops. There could be stops at Embassy Row and DuPont Circle from the Woodley Park/Adams Morgan Metro station and stops in the Palisades or Glover Park from the Tenleytown station.		20009	20009
9/7/2022		I can easily take a bus to Georgetown, but it is slow and gets stuck in traffic. Dedicated bus lanes on major roads, at least for rush hour times, would help greatly.	20016	20151
9/7/2022		Gondola seems great for tourists but would not feel like a faster or more effective transit option than walking from Rosslyn	20009	20009
9/7/2022	I really don't know what else you could offer. Traffic is and always has been horrible along K Street, Wisconsin Ave and Pennsylvania Avenues. Having more buses just makes more traffic. It's the reason that I have not been to Georgetown in 5 years. It's an all-day trip.		20011	20001
9/7/2022		Efficient transportation to GTown MedStar from Foggy Bottom/West End is needed more than to the transit hub proposed to the Exxon, although both would be great		
9/7/2022	Need multiple origin points and destination points, like DuPont AND Foggy Bottom AND the M Street and more south strips of bus and the hospital		20008	20560
9/7/2022		A number of the bus routes proposed fall along existing circulator routes, with the biggest change being the bus lanes proposed. The biggest challenge to these is not the route but actually how to deal with M Street traffic flows and pedestrian friendly measures. Given the choice between expanded sidewalks or a bus lane on M Street, I would strongly favor the expanded sidewalks. For routes that are being explored using M Street, what about using K Street instead?	20036	22209



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9/7/2022	I live in Logan Circle area, so probably walking to Dupont Circle and going from there would be most effective (still time consuming), or perhaps to McPherson Square. Otherwise I would need to use Green/Yellow lines and have multiple changes. Unless it's possible to connect all the way to Gallery Place or even Metro Center, though my impression is this is meant to strictly link to nearby stations. While I agree the former Exxon station is a good location for a hub of some sort (harkening back to the old car barn), a route going up Wisconsin Ave makes sense because it is a long, huge hill to climb on foot and could have at least one stop in the middle. For that reason I liked the GUH terminus option, which might also help many hospital workers commute daily. I also have appreciated the Circulator bus when I've taken it in the past, due to its efficiency and simplicity. My question is whether there is a way to combine any of the proposed projects. For instance, have the bus up Wisconsin terminate in Dupont or do both a bus and gondola (and have the bus somehow circulate from the old Exxon station up Wisconsin to the GUH stop). For people who live in VA and work at GUH, it might be reasonable to take Metro to Rosslyn and gondola across the river, then how do they get to the hospital? I think considering these factors are important, because it's probably a couple thousand daily commuters to the hospital at minimum between employees and patients, and they often have tight schedules, and if you're asking them to complete a 4 leg trip it is a difficult request. As someone who went to Georgetown medical school and now works at the VA (where infrequent shuttles connect to the nearest Metro stations), it is difficult to underscore enough the importance of efficient, reliable transit directly to and from the hospital. With that said, though I like the gondolas idea, I wonder how efficient it would be.	I am elated there are discussions to connect Georgetown to transit in the near term. I think consideration of utility, such as many hospital employees using it on a daily basis and navigation up the Wisconsin hill, is important. It would be fantastic if it can connect to different Metro lines; at least Blue/Orange and Red (Dupont) are both very common for commuters and visitors to Georgetown, and if they are not well connected, they're likely not going out of their way to take it. Dedicated and barrier-separated bus lanes are a must. The service deteriorates quickly if they become stuck in traffic. Also, I strongly encourage much more frequency than what the area seems to consider reasonable—better to use smaller vehicles that arrive more frequently than larger ones that require a long wait. If this is transportation, longer than a 5-7 minute wait rapidly becomes annoying (especially in poor weather conditions). In that regard, I would review the feasibility of syncing with the Metro schedule, so people who get off the train can get directly onto the bus. Countries like Switzerland have timing connectivity like this. Also thinking about timing with Metro would likely underscore the importance of frequency—if not everyone from a train fits on the bus, some may have to wait. Not good if you need to get to work. Setting it up synced with the Metro schedule at the outset would make it easier to maintain and adjust going forward also. But the big picture is frequency and reliability/regularity are of paramount importance.	20005	20422
9/7/2022	Metro, water		20002	20006
9/7/2022		The line hopefully could be extended still west of the red line and north-ish. That part of DC feels fairly inaccessible. It would be beneficial to possibly have the Virginia options to maybe come out a bit further.	22201	22209
9/7/2022	Extend the Virginia side out to ballston and you will have a ton more people on the Virginia side be able to easily take transit instead. Everyone in the ballston-courthouse corridor won't be if it at all from any of those plans.		22201	22201
9/7/2022	N/A		20009	20057
9/7/2022	Congestion pricing, fewer cars	Fewer cars and dedicated bus lanes will make it safer to roll or walk		
9/7/2022	Metro train		20002	20004
9/7/2022		Adding additional buses to the complicated myriad of buses in this city that are run by various jurisdictions and private entities is incredibly unappealing. A gondola would be an enticing novelty to encourage me to visit Georgetown more often and actually be able to avoid the mess of DC traffic as long as they run frequently enough (like a ski lift) rather than slowly/infrequent departures, packed with dozens of smelly, sweaty tourists pressed against the glass and hitting you with their selfie sticks.	20002	22201
9/7/2022	Streetcar extension eliminated too readily. Bus routes are a good, similar, step in the right direction, but dedicated streetcar infrastructure will drive greater economic development, predictability, and foster a long-term commitment to metrorail access in Georgetown.		20003	20510
9/7/2022	The bus system should include route from all "final" metro pick ups (DuPont, Foggy Bottom, Farragut, Roslyn).		20005	20007
9/7/2022	Is there a highline-tyoe solution?		20011	20036
9/8/2022		Please provide more options from the Medstar campus. A significant amount of people work on the medical campus and are required to be in person. It would be nice to have a bus option without having to trek across campus to the bus loop.	22314	20007
9/8/2022	Metro access	We need a metro station that connects to existing line.		

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9/8/2022	Metrorail option should be a top priority as buses are also impacted by inclement weather and roadworks in a way that the metrorail system is not	I am committed to being a non-car commuter and walking is also a good option for me but always from a metro station so providing more inclement weather services from the foggy bottom (and probably other metro stops) would be great	20009	20007
9/8/2022	Metro should have a stop on or near campus		20009	20057
9/8/2022		The aerial gondola is an interesting idea, but I could see it being more appealing to tourists (its a cool experience!), consequently making the commute for GU employees too busy or unappealing.	20009	20007
9/8/2022		Any transportation that has it's main stop at the former Exxon station is not useful to Georgetown University community members. You can't make people walk up the Exorcist steps to get to work.	20009	20057
9/8/2022	Fast bus service is great but it should be expanded. Service from Dupont and Farrugut is not really enough, especially given ongoing train delays. The circulator already runs there and it doesn't serve enough of the population. DC should have far better bus service (fast bus or regular bus) from other parts of the city into Georgetown.		20008	20057
9/8/2022	There should be a third bus option with an origin on a green or yellow metro stop in DC. By only including stops on the red and B/O/S, you are leaving out a large part of the city that may be commuting to Georgetown.		20009	20009
9/8/2022	The georgetown stops which were suggested are already so close to m street which already has buses to Rosslyn/ DuPont. A connection farther up in georgetown connecting to rosslyn and DuPont would allow better new transit options to multiple lines.		20007	20007
9/8/2022	I recognize that expanding bicycle or pedestrian options is not sufficient to address the current problems, but these options should still be aggressively pursued to make transit easier in the interim. Please do not eliminate this option from your planning.		20003	20007
9/8/2022	Virtually all of the options presented involve a Georgetown terminus on M street, but that site is down a HUGE hill. The plans assume that public transit users can walk/roll up a significant incline in order to campus, a plan that poses a significant accessibility problem for many people with limited stamina or mobility, and is utterly inaccessible for wheelchair users. A terminus at the Main Gates, or perhaps other routes at Medstar (depending on how access operates between Medstar and main campus) would be crucial to making this plan more effective and useful.	Virtually all of the options presented involve a Georgetown terminus on M street, but that site is down a HUGE hill. The plans assume that public transit users can walk/roll up a significant incline in order to campus, a plan that poses a significant accessibility problem for many people with limited stamina or mobility, and is utterly inaccessible for wheelchair users. This is a very significant problem for equity and accessibility.	20853	
9/8/2022		There is not a clear connection between rosslyn and the hospital campus. I am on that campus and 100% of my lab travels from virginia and there is a gap in that connection.	20222	20007
9/8/2022	These proposals left out commuters living in the green/yellow Metro line corridor. As it currently stands, Green/Yellow passengers must connect at Gallery Place to get a Red line train to Dupont circle before then connecting to a GUTS shuttle/bus. If there was a bus line somewhere along the green/yellow, this could make commuting to campus easier. The G2 bus runs only every 30 minutes and there are often times when the bus just doesn't come (I live near the terminal station near Howard so there shouldn't be any fluctuation in departure time).	See above	20010	20057
9/8/2022	There are no alternative access points from points east of Farragut		20001	20007
9/8/2022	Could you consider a terminus farther east than Dupont Circle? A terminus near Georgia Avenue would provide a connection to the Green Line and the bus line could then also connect to Dupont Circle on the way to GU. I currently try to take the G2 WMATA bus, but find its infrequent run times and occasional no-shows to be extremely frustrating. Yesterday it took me 90 minutes to commute by bus (it is a 20-minute drive or 35-minute bus ride) because the G2 was not running accordingly to schedule. Thank you for this consideration.		20011	20057



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9/8/2022	See below. Would it make sense to create a shuttle bus that simply went back and forth to the Rosslyn Metro from the Exxon site. Cost would be minimal and it would let you know how many people might use this option. Anyone getting to the M Street level of the Exxon station, however, whether for the shuttle bus or the proposed gondola would first need to navigate the height difference. It might make more sense to simply have a shuttle bus leave from the existing bus transit area at the far west of the campus near McDonough gym.	How do you address the extreme height difference between the bottom and top of the Exorcist stairs? A transit hub on the former Exxon station means people need to go up those stairs unless somehow the new station were connected to the Car Barn. If a student/staff/faculty member at the University is unable to navigate the Exorcist Stairs then the solution at the Exxon site is not viable. If that same person is able to walk up and down those stairs, then walking further to the Rosslyn Metro would not be a challenge. Without addressing the height difference the Exxon site is useless for access to and from the University.	20016	20001
9/8/2022	The Amy Core of engineers are able to build a bridge that can transport buses specific for the metro to Roslyn and I think should be considered for a stop gap between the building of a gondola, which I think is a great idea.		22206	20003
9/8/2022	N/A		20007	20057
9/8/2022		Improved bicycle options would be extremely helpful—it's possible now but the roads are frequently blocked by vehicles too large for the roads, and many roads are rough brick that's unpleasant to ride on and harmful to the bike.	20008	20057
9/8/2022		I need to continue to drive to Georgetown as I have for the last 24 years here. If my parking is ever taken away, I would have to leave. Thank you	22015	20007
9/8/2022		I just wonder if there is a solution that could link Union Station to the campus? It would help with the downtown campus, but also with visitors coming into DC.	21218	20001
9/8/2022	Any chance adding a metro rail station/line would be feasible?	NA	20017	20057
9/8/2022	Metro station in georgetown	Na	20850	20007
9/8/2022	Direct access to the center of Georgetown		20737	20059
9/8/2022		Traffic on M St. will be a problem for any route that involves a bus.	20002	20057
9/8/2022	Need to press on with rail transit.		20816	20057
9/8/2022	N/A	Not necessarily relevant for these options, but it would greatly help my commute to have alternate commuter options such as a commuter bus from the MD and VA suburbs - something that is not tied to Metro given that Georgetown is not serviced by Metro.	20874	20057
9/8/2022	The "active transportation" modes (bikes, scooters, eBikes, etc) that you claim were rejected as insufficient in isolation but integrated into the transit modes -- are completely absent from the transit modes as presented. I'm a Georgetown employee, in a car-free household, and make 90% of my trips by bicycle. The plans presented are basically useless to me. More important, they are basically useless in enabling more households to go car-free and bike-intensive, especially with the spread of electric bicycles. *Especially* since *none* of the bus routes presented are 100% dedicated lanes. The best solution is shared bus-bike lanes that are protected and 100% free of private vehicles for their *entire* length. Wherever there's room to separate the bus and bike lanes, so much the better.		20008	20008
9/8/2022		I would love to see Metro extended to Georgetown, but that was eliminated by WMATA future plans.	45680	20057
9/8/2022	ADD A METRO STOP IN GEORGETOWN	PLEASE BUILD A METRO STOP IN GEORGETOWN, CONNECTING ROSSLYN WITH GLOVER PARK, CATHEDRAL HEIGHTS AND TENLEYS TOWN	20016	20057
9/8/2022		The Exxon station may work as a transit hub, but I strongly question its safety for pedestrians based on how busy that road is during peak travel times. There would need to be changes to that intersection to make it safer or more friendly to transportation that isn't a motor vehicle and those changes may make that area worse for drivers. It doesn't appear like you've completely considered the potential impacts this type of change will have. Also, the gondola is a truly hilarious idea. Glad you considered it, but its a bit ridiculous.	20008	20057
9/8/2022	Closing some lanes on the bridges to get them for buses only between Georgetown and Rosslyn.			
9/8/2022	Connection from Foggy Bottom/GW station	I didn't read through all your resources--it's just a connection I anticipated seeing in thus	20003	20057

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9/8/2022		Two brief process notes, separate from the alternatives listed here: First, framing only the Main and Medical campus as "Georgetown" (excluding SCS, the Cap Campus, and the Law Center in the process) is a source of long-running frustration. The Hilltop campus has distinct transit needs befitting this survey, but ignoring the other sites in DC misframes the relevant questions and reduces the quality of data available for analysis. Second, my starting place as a respondent was minimizing the number of transit systems used and the associated costs of switching modalities. The late discussion of why Metrorail Extension was not a viable short-to-mid-term solution is perfectly reasonable, but it was difficult to evaluate potential bus stops or hubs when I was waiting for the alternative that connected to my primary method of transportation.	20910	
9/8/2022	Protected bike lanes and/or better trail should be part of the solution. They may not work for everyone, but they could still significantly reduce car trips		20002	20005
9/8/2022		Unfortunately, virtually all of the options presented involve a Georgetown terminus on M street, but that site is down a huge hill. The plans assume that public transit users can walk/roll up a significant incline in order to get to campus, a plan that poses a significant accessibility problem for many people with limited stamina or mobility, as well as wheelchair users.	20007	
9/8/2022	I wonder if it is possible of creating elevated bicycle/walking walkways (that bypass commuter car/bus traffic as a whole) that are designated routes to Bus or metro transit routes, to try to help lessen the amount of traffics on the street. And perhaps assist in eco-friendly efforts towards carbon foot print. It might encourage alternative usage if pedestrians are less concern with competing with day to day street traffic.	The gondola idea was creative and would be interesting to pursue in the undetermined future. Unfortunately many things have changed since 2016 and realistically my concern lies with outside factors such as social and city climate of the DMV area namely with crime rate, unemployment or lack of resources that can help maintain the infrastructure maintenance support of the project in the long term, and overall populace mindset could cause this particular project to pose more issues than a solution at this time. I hope the committee keeps in mind the whereabouts where faculty, staff, and students are situated within the DMV to help guide the transit route(s) options to pursue to Georgetown. I like the idea of a metro extension, understandably this also would be undetermined solution due to metro's continuous maintenance, covid, and other immediate projects that need addressing by WMATA to hopefully improve the transit system of a whole.	20715	20007
9/8/2022	Increasing frequency of G2, (and other existing routes?) to Georgetown area which run on infrequent schedules.		20010	20057
9/8/2022	Improving metrorail access would be the best option -- it is time intensive, but I think it will ultimately encourage more people to commute via public transportation -- buses are not the preferred option for many DC residents and transferring between metrorail trains and buses is a hassle		20008	20057
9/8/2022	Bus hub should come all the way to current bus turnaround where the GUTS bus lets off now. Making the bus stop even further away from main campus doesn't really make any sense		20782	20002
9/8/2022	Is there an bus option from Union Station to Gtown? Sorry, I can't remember after running through all the options. That would be good for all of us who live north of DC.	appreciate the short-term fixes. long-term, Gtown really needs a Metrorail line.	20785	20057
9/8/2022	More ways to commute for people in Montgomery county		20815	20007
9/8/2022	For people who live in the city, an option with a different origin point would increase accessibility. This would also be helpful for Georgetown on the whole as far as attracting different types of talent. An origin point around U Street would be great.		20008	20057
9/8/2022	n/a	n/a	22303	
9/8/2022	Water transportation is STILL a great idea.	Turn Whitehurst Freeway into above-ground rail.	20007	20057
9/8/2022		What about developing additional direct commuter bus routes with areas outside of the beltway. It takes forever to get into GU from Loudoun County using mass transit, for example.	20105	20007
9/8/2022	This does not hit the green or yellow line. You continue to only service portions of the city that you desire. I have filled out these surveys for years begging for options that include the green and yellow and it is never considered.		20011	20057



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9/8/2022	I question who will actually be served by the proposals. They all overwhelmingly cater to access for those who likely will not ride public transportation regardless of accessibility, while requiring those with substantially less means to utilize 3 modes of transportation For their daily commute. The metro stops included are situated in more affluent areas in which most of the workers that keep our university functioning can't afford to live. These proposals do little to nothing in making Georgetown more accessible. Perhaps that remains the goal: limit access to certain perceived classes of people.		20020	20057
9/8/2022		It was tough to answer the questions Whether or not Alternatives 1-6 would make my trip shorter/easier. My most common destination is the University's Main Campus, and the Exxon terminal would make my full trip (home to office in Leavey) longer from the walk.	22201	20057
9/8/2022	Could there be shuttles at the transit hub (Exxon) to move people throughout campus from the hub? That would be helpful.			
9/8/2022	Towns like Austin, TX have seen an explosion of shared "mini" buses, modeled on service run in African countries. In essence, small vans would be regularly running and shuttling commuters to different locations. Ideally, over the long term, a fleet of electrified vans would be running at peak times to offer more frequent service. I also wonder if subsidizing commercial ride sharing would be actually cheaper than all the infrastructure required...I believe the city (yes...city!) of Orlando did this. Why not think further outside the box? I'm a science guy who likes urban planning and I can't imagine that these ideas are secrets. Let's get away from traditional thinking like big buses. The aerial gondola sounds exciting and sexy, but I wonder if it is financially as sound of a decision that would also improve service frequency and ideally even deliver more point-to-point transit solutions.	I like these surveys! Sadly, I am not told about whether GT will offer WMATA subsidies! HR did not tell me about this.	22201	20057
9/8/2022		Thank you for asking for feedback	20008	20057
9/8/2022		I love the idea of the abandoned Exxon station as a transit hub, and a dedicated busline from Dupont would make my trip faster. I hope it would not eliminate the G2, though!	20814	20057
9/8/2022	Connections to a different metrorail station. These are all red line stations. What about connecting to yellow line which services people coming from other areas?	I like the idea of the gondola, even though I do not travel from Virginia. It will help many people and sounds really cool. I would ride it just for the experience. Coming to GU from any DC neighborhood not near a metro station means that a person has to take a bus to the metro, and if it's not the red line they have to change trains. So in your plans, the person will end up taking two buses and two metros. It will take more time to get to school than just having more metrobuses that run regularly and on time. The only thing that would make it desirable is if there were a metro station in Georgetown.	20011	20057
9/8/2022	I think there should be options that would allow individuals who bike to have dedicated lanes for biking that can get us from one side of the city to Georgetown University. Biking allows Georgetown University employees to have a healthy way to commute and also creates fewer emissions.		20002	20057
9/8/2022	Metro stop from Rosslyn to Georgetown	Thank you!	22205	20057
9/8/2022	I am curious to know more about the pedestrian and bicycle options. In looking at these large infrastructure proposals, I find that my current routes serve me better than any of these would by delivering me closest to where I work on campus (at the main gates). However, my current mode of transport increases the cost of the trip every day. I wonder how the cost of the new infrastructure compares to the cost of supporting employees with transit stipends for metrobus and/or bikeshare costs.		20902	20057
9/8/2022	Although it does take time to build a Metrorail, I do not think that idea should have been scrapped. It is the best form of mass transit.	I think you should push for a Georgetown metro station stop. There are buses that go around Georgetown already, and bus stops aren't weather-proofed. This leaves some people waiting in the cold or extreme heat for the bus to arrive, and with climate change the weather will only get worse.	20007	20007
9/8/2022		Thank you for reviewing these options. It would make travel much easier!	20010	20007

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9/8/2022		I LOVE LOVE LOVE the Gondola idea - only thing is I would hope that the mini-shuttle would be extended to that transit hub since the Exxon on M street is a long way from the medical campus	22172	20007
9/8/2022	Providing more access points in the District of Columbia rather than continuing to cater to Northern Virginia in literally every way possible.	The practice of the University to continually ignore the needs of those in areas seemingly deemed undesirable is frustrating and quite frankly a bad look. The green and yellow lines are far less served and the addition of Farragut into the equation is baffling as it just serves a portion you have already provided for as it is one stop from Dupont Circle on the red line.	20008	20057
9/8/2022		great ideas; hopefully some of them will be realized in the near future! The gondola is great as it would also help with traffic on Key Bridge.	22205	20057
9/9/2022		I used to take (pre-COVID) the Metro to Dupont Circle & then the shuttle to campus. This shuttle took too much time, particularly during rush hour. On occasions when I worked late the shuttle took more than one hour from campus to Dupont Circle. After 6 months I requested & received a parking permit instead and started driving.	20815	20815
9/9/2022	I think there should be a more direct bus connection between the Glover Park/Georgetown border area of Wisconsin Ave and the Rosslyn metro station. Currently, there are several buses that run along 35th street but none travel the entire length and connect directly back to Rosslyn. Most of these buses end up going toward Foggy Bottom or another metro station which is inconvenient for me.	I do not think that adding a gondola across the Potomac would make much difference in metro transport usage. As it stands there are already a couple buses that I can take across the Key Bridge to stops along M street and connect to other lines/buses. While a gondola sounds cool, I don't think it would change my usage of public transport across the river unless there is a bus that starts from right there that connects directly north instead of going around to the M St/Wisconsin Ave intersection.	22209	20007
9/9/2022	revisit rail b/c buses are slow, unpredictable & get stuck in traffic just like cars so only more delays & congestion			
9/9/2022		This is going to be made or broken on being able to keep the same transit tape throughout the journey. If I have to take Metro to ride to a gondola to get on a bus, it is just not going to happen.		
9/9/2022	Protected bike lane network connecting a few major Georgetown points and all identified metro stations in the study. It would improve connections to the Metrorail system, to more destinations in Georgetown, and to more of DC since they'd tie into other parts of the bike lane network.		20002	20002
9/9/2022	I would bike in to Georgetown more frequently, so I'm disappointed that the only bike lane to the neighborhood is so far south on Water Street (and at the bottom of a steep hill). Bike lanes on M Street (that already exist in the west end) would greatly improve transit, as would a dedicated protected cycle route from the Key Bridge to Water Street,		20007	20007
9/9/2022	Please consider transportation connecting the northern DC and Georgetown hospital.		20015	20057
9/10/2022	Above ground train shuttle like at airports.		22204	20024
9/10/2022	Circulator already connects us to these Metrorail stations. Spend the money on extending the routes to the university, building dedicated lanes along M Street curbs now that we can resume indoor dining, making the bus fleet all electric, and increasing buses and drivers to make service more frequent.		20007	20005
9/11/2022	Water should be considered	I think this presentation could be made simpler for the lay person	78665	20004
9/12/2022	We need a Metro rail station in Georgetown		22315	20007
9/12/2022		1) Any proposal that requires use of non-dedicated lanes on M Street through Georgetown is a non-starter. Congestion on M St is such that "I might as well walk" would be a fair statement much of the time. 2) Any proposal that uses the former Exxon station as a hub will confront the issue of how anyone needing to continue their journey on foot heading north will climb the steep hill. There's a reason why GU sports teams use the Exorcist stairs for fitness training; the hill is extremely steep. The same is true of the section of 35th St. between Prospect and M Streets. Though I often walk from Rosslyn Metro Station to GU's campus, and climb the 35th St hill, I will not do so in the 3-4 summer months, because I don't want to arrive at work drenched in sweat. The same would be true if the Exxon station became a transit hub, because the hill/bluff would remain an issue.	20740	20057



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9/12/2022		The bus options need more of the route in dedicated lanes instead of being stuck in mixed traffic. Also, DC needs to get its act together with extending the streetcar west - that plus the gondola would be a great intermediate term improvement until Metro gets extended to Georgetown.	20008	20001
9/12/2022		Please do not go with the gondola solution.	22203	20037
9/12/2022	How much money did you spend drawing some lines on a map imagining buses? Does this really cost money to do this? My goodness.	The fact that you "considered" 40 potential options and want credit for that is insane. The question is how to get better access to Georgetown. There are only 4 major roads into Georgetown - Key Bridge, K, M, and Wisconsin. Add some busses. THATS IT. WHY ARE YOU WASTING MONEY ON THIS STUDY? YOU ARE SURVEYING A RANDOM GROUP OF UNREPRESENTATIVE PEOPLE TO GET ANSWERS. THIS IS INSANE. FIND A BETTER USE OF PUBLIC MONEY!!!!!!!!!!!!	20006	20006
9/12/2022		This may be outside the scope of your project, but the frequency of the bus service would matter more to me than the speed of each ride.	20002	20006
9/12/2022		The most important aspect to a "fast bus connection" is having it actually be fast and reliable (not just branding) - the success criterion should be for the bus route to take less time than a car trip. As such, not only having almost all the route on dedicated lanes is required, but an efficient scalable enforcement method that prevents any slowdowns to buses. This should ideally involve a physical barrier around the lanes that makes it impossible or difficult for drivers to access, rendering enforcement rare. Failing that, there must be enforcement that makes drivers know there is a HIGH chance they will be caught for any violation and swiftly receive tangible punishment. The existing DC bus lanes should be studied as an example of what not to do, eg the 14th st and 16th st lanes are constantly filled with rows of illegally parked vehicles that are never ticketed (and drivers know they could often get away with not paying tickets). Enforcement should be handled automatically via license plate cameras and/or dedicated presence that is ready to ticket and tow on sight.	20010	22102
9/12/2022	Irrespective of this project, a separate Blue Line in DC needs to happen. This means an expanded station in Rosslyn and an option for an extra stop in Georgetown.	If you make a Gondola, it should end on top of the Car barn, not at the bottom of the Exorcist stairs.	22213	20057
9/12/2022	The primary reason we avoid Georgetown is private vehicle traffic. It's always a slow mess, especially because many drivers ignore all traffic rules and there's zero enforcement. It's terrible to drive in Georgetown so I don't but having it be so car-focused makes everything else worse, too, including patronizing businesses since the ambiance is damaged by honking, road noise, and heightened personal safety risk. The Key Bridge has 6 lanes and M street has 6 for many stretches, too. Building protected bus/bike lanes would make transit speeds far better and send a message to drivers that the best way to visit is to stop accelerating climate change and take the bus. Getting rid of street parking would also be a huge win for travel speeds and safety because most of the dangerous situations I've seen have involved other drivers reacting poorly to someone parking, and there'd be space left over to extend the sidewalks to meet the heavy demand I see every time I go to Georgetown other than the depths of winter.		20012	20540
9/12/2022	Bus lanes for existing buses, permanently widened sidewalks and protected bike lanes and closing M St and Wisconsin Ave. intersection to all non-transit vehicle traffic.	A gondola is a waste of time and money that does not benefit anyone. Bus lanes for existing buses would serve thousands of people both inside and outside of Georgetown and increase visits and business in Georgetown	20008	20002
9/12/2022		A gondola is a very dumb idea. Dedicated bus lanes are a much better idea. Seems like you are making the buses drive in mixed traffic at all the high traffic areas where a dedicated lane would actually save time though, so kind of a waste. Maybe just make it a dedicated bus lane the whole way through. DO NOT WASTE MONEY ON A GONDOLA!!!	20019	20171
9/12/2022	Ignoring the potential for a streetcar was dumb.	The gondola is fucking stupid.	20002	20057
9/12/2022	A light rail line		22182	
9/12/2022	Street car with dedicated row		20015	20052

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9/12/2022		I think the Gondola would be the most convenient as I currently have to walk across the Key bridge to get to Georgetown on a daily basis. The buses are unreliable, slow and get stuck in traffic and most people I know do not like taking the bus. The gondola would attract more people to Georgetown and gives it an asset if we are not going to get a Metro station any time soon. I would spend more time in the area with a gondola, vs a bus, even if it is faster than the regular buses as they are often loud, uncomfortable, and dangerous at times.	22201	20057
9/12/2022	Stop it with the Exxon site. This site doesn't connect to anything (don't give me "But the Exorcist steps!"). If people are going to Georgetown, get to the heart of Georgetown. Wisconsin and M being the heart of the area. If the gondola is going to work, it needs to get into Georgetown and then connect to other modes like a future streetcar extension or K Street Transitway extension. You're also thinking too small - people want to go places not between two limited destinations. Connect me to National Landing (HQ2/Pentagon City) to Arlington Village, Lyon Park, Fort Myer, Rosslyn, Georgetown, MedStar, and Foxhall Village (line 1). And then another line from Foxhall Village, MedStar, Georgetown, Foggy Bottom (you figure it out), and the Kennedy Center. Boom. I'll take my \$250k now, please.	It seems like this entire process is a solution in search of a problem. It seems like you need to start over and look at the past, current, and future data, identify current travel demand and future travel demand, identify gaps in the current system, and then develop solutions to accommodate what we want in the future. That is how planning (rational, anyway) is supposed to work. This study is way out of order, and funding, NEPA, and future implementation is going to suffer because of it.	20001	20003
9/12/2022	The process mostly seems quite thorough, except it seems slightly short-term to declare the Streetcar dead. Yes, under current leadership; but the case is far from clear that it won't be expanded eventually.	Otherwise I think this makes sense: bus is the most feasible; gondola seems a stretch still but probably more efficient than water taxi.	20002	20003
9/12/2022	Literally just add bus lanes to these existing bus routes: -Dupont Circle to Rosslyn Circulator -Georgetown to Union Station Circulator -30s buses There is no demand for a bus route that ends at the Exxon site. None. That is the least walkable part of Georgetown and the logical routes to easily connect Georgetown to Metrorail are to Rosslyn, Farragut North, and Dupont Circle. The existing routes are optimal but just need bus prioritization. I can't begin to explain how dumb a bus that uses Whitehurst Freeway to skip Georgetown except the far end near Key Bridge is.	Did anyone consult DDOT or Metrobus about this? These concepts do not feel like they were professionally put together or considered the existing transit in the neighborhood.	20036	20036
9/12/2022	I'd love to see a hyper protected bike/scooter corridor between the Dupont metro station, to Georgetown and along M St. The current lanes are not sufficiently protected, dead end, and the gap along Penn to L St makes it hard to get home from Georgetown. Because of the length from rock creek Park to the key bridge or up Wisconsin to R St NW and the hill on Wisconsin, scooters, e-bikes, etc should not be discounted as ways to get around within Georgetown as well. The sidewalks are also unacceptably narrow and overcrowded.	Please consider substantial expansion of space for walking in conjunction with this plan.	20036	20036
9/12/2022	This is perhaps an even-longer shot than these long shots, but I'd be interested in a connection running from central Georgetown up Wisconsin (a) all the way to Tenley or (b) crossing somewhere (Woodley Road?) to reach the Red Line on Connecticut Ave — a Woodley Park connection could potentially even eventually extend via Calvert to Adams Morgan and the Green Line at Columbia Heights the lower end of this line could then incorporate one of your existing concepts to reach the B/O/S at Rosslyn or Foggy Bottom.		20009	20910
9/12/2022		The Gondola as shown could be built as an amusement park ride like tourist attraction. But unless it goes up the hill to the university or to the M/Wisconsin intersection, it will be of little use for those actually needing transportation to and from Georgetown. But I could see this becoming a cool tourist attraction like the London Eye. Also, if the gondola is built, the Exorcist Steps need to be supplemented with an elevator or other ADA accommodation.	20008	20008
9/12/2022	Establish a metro stop in Georgetown as originally intended between Rosslyn and foggy bottom		20007	22012



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9/12/2022	Go under Washington circle then Water St then up Wisconsin to wherever. Gets you expedited local access to park/theater/business. Whitehurst is quick but having the only stop be the far end of Gtown is not going to increase riders. But, to be honest a fixed guideway solution is the only way. There's been buses for years and I've never even considered them. Rather bike share than wait for bus.		20002	20815
9/13/2022	Bus lane connection from Georgetown Medical down to Foggy Bottom via Pennsylvania.	Bus lanes are key for Georgetown and Wisconsin corridor		
9/13/2022	I live in Rosslyn and I commute everyday to Downtown DC—I also used to commute to Georgetown. I bike everyday along the KeyBridge and M/N Streets. I think a better bike/pedestrian connection is critical. From Rosslyn to Downtown DC is a 25 minute bike ride, this is a fast, flat and direct route that requires protection for all road users. There are enough bikers every morning/evening for a dedicated bike lane. I regularly see bikers (often with kids) in traffic with buses, cars, trucks—this is so unsafe and we need a safe passage through M Stret. M/Pennsylvania is a direct connection from Rosslyn to the L/M street protected bike lane. In addition, Georgetown is the biking hub in DC (C&O Canal, Mount Vernon Trail, Rock Creek, Capital Crescent Trail, and numerous bike shops). Georgetown is the ONLY safe connection to DC from NoVA. Bikers will continue to use this route, protection is needed to make this journey safe for all users. The Key Bridge in it's current state is fine to traverse during the workweek due to low foot traffic. On the weekend it is very busy with walkers/runners/bikers/ebikers. The pedestrian path is too narrow to handle all these different speeds/masses of traffic. A dedicated lane over the Key Bridge would greatly improve public safety across the Key Bridge. The White Hurst freeway turnoff should also be considered for removal with the addition of a bike lane. Lastly, Georgetown is one of the most popular Capital Bikeshare destinations. It is the only area that has a permanent 'valet' to move bikes around the area. It will remain a popular destination for bikes, it is time we have a safe way to get in/out of Georgetown.	Please for the love of God add a bike lane on M Street, I don't want to see myself (others, children) get hurt/killed on M Street. We're already there, please provide safe protection.	22209	20036
9/13/2022	I can think of other solutions, but I think they are outside the scope of this project (a larger systemic issue itself). This project would be less of a challenge if we could accept and implement for measures to reduce access to private automobiles - Circulation Plan in Ghent would be a great place to start.		20002	20001
9/13/2022	This is duplicative of the circulator route that goes through the city. Dedicated lanes cause more traffic and congestion in already congested areas	I would like to see more transit options to NE and SE (especially) parts of the DC area — places like the arboretum, kenilworth gardens and other community destinations are very inaccessible	20019	20019
9/13/2022		Gondola solutions are better than bus priority or dedicated bus lanes. Suggest using Dupont Circle Metrorail station as it is closer than the Farragut stations. New federal infrastructure bill offers new funding opportunities for the gondola and the bus options.	11375	
9/13/2022		Please read this blog post by transit researcher Alon Levy: <a href="https://pedestrianobservations.com/2022/06/18/how-washington-should-spend-10-billion/">https://pedestrianobservations.com/2022/06/18/how-washington-should-spend-10-billion/</a>	20190	20190
9/13/2022	I am not sure why there isn't an origin considered that is farther east than Farragut North/West. It is true for me, and likely similar for others who live east of the main downtown core, that any of these options would still require a transfer - and therefore more time. The bus options I'm sure will help, but they seem to only reach partway to the rest of DC. The DC Circulator GT-US route is vital precisely because it heads farther east.	I understand the rigors of a process like this, but I fail to see why the gondola options are still being considered given the lack of support from other organizations and the regulatory hurdles. The obvious answer - getting a Metro station - I know is long term and reliant on WMATA. However, I would far rather the money/time spent pursuing a gondola be contributed to helping that effort. The gondola honestly feels like a joke, and its continued presence among these options makes me question the actual process of evaluation.	20001	20007
9/13/2022	A bus option that continues further east (Union Station perhaps) would be helpful. All proposed options would likely require a transfer.	The aerial gondola is a ridiculous concept and should be have been eliminated early. Every new detail about this idea makes it seem more absurd.		
9/13/2022	Dedicated bus line. Or just start a long term underground metro line.	Please start the long-term plan- the underground metro line. Otherwise. the dedicated bus line is necessary.	20737	20007

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9/13/2022		Only the Gondola has the potential to radically transform access to Georgetown. Transportation MUST factor in aesthetics.	20009	20001
9/13/2022	The gondola strikes me as a sensible approach		20006	22046
9/13/2022		YES to the Gondola!!! I am not a big fan of this survey. I have some qualms about the survey design. If the goal is to find out which of these options will help the most commuters, a survey is not the best way to make that determination. Similarly, if the goal is to find out which option will most likely turn drivers into commuters, a survey is not the best method. As you are highly qualified planners, you already have reams of data on those issues, and a smattering of self-selected survey responders will not help you. Instead, the survey should be used to gather qualitative input from those most engaged on the issue. And in that regard, there is a simple, one-word answer: GONDOLA!!! In my case, true BRT from Dupont to Georgetown would help me more than a Gondola. (As for the fake BRT we have in Montgomery County, it really does not help, and would be even less helpful in DC.) But the Gondola is a much more inspiring plan! Even if it is not directly on my commuting route, I would love to see it! That is the kind of metropolis I want to live in!! Gondola, baby!	20910	20057
9/13/2022	Better bus transit is great. But we also need protected bike lanes to connect Georgetown with Dupont Circle		20009	
9/13/2022	More protected bike lanes leading to Georgetown and throughout Georgetown		20010	20025
9/13/2022		The Gondola seems like an expensive luxury that will move people at a high cost per passenger. Instead of buses, would it be possible to use a fleet of mini vans that carry fewer people but move more often? Any new transportation vehicles should be electric, rather than gasoline or diesel.	20016	20005
9/13/2022	N/A	A gondola would be a waste of time and resources given how it would not benefit us Washingtonians traveling from the north and east to commute/visit Georgetown. None of us would go out our way to get to the Rosslyn metro station and then take a gondola across the Potomac - riding the bus, walking, biking, or ordering a rideshare would be more convenient. The amount of collaboration between municipal, state, and federal agencies would take years and generate a solution that would solely benefit tourists.	20017	22201
9/13/2022		I understand that the streetcar was eliminated as an option, but I would like to see it considered again. Bringing the streetcar into Georgetown would not only improve transit, but provide a sense of history as well. The car barn in Georgetown serves as a reminder of the neighborhood character and history that we have lost over time. While a gondola may be cool, I think it would be even cooler to return the type of transportation that built the neighborhood.		
9/13/2022	Dedicated-lane bus route from Farragut/Foggy to Rosslyn via M St. Improving existing 38B/3x bus service which already runs this path with dedicated lanes		20007	20007
9/13/2022	The E Street Expressway and E St. west of 17th. St. for rapid bus route.	The gondola is beyond idiotic. Fix the lights on the DC side of the Key Bridge so traffic can flow better. Remove panhandlers from the DC side of the bridge who block traffic.	20007	22314
9/13/2022	Please contemplate a Community on the sites for visual solutions and ideas		20007	20007
9/13/2022	The fast, dedicated bus route to DuPont is the option that would get me to use it the most, but it has to be partnered with continued fast travel, dedicated lane support along M street through Georgetown. Cutting off private automobile access to M street would make it easy to navigate as a pedestrian, and would make me *much* more likely to go to Georgetown!	The gondola concept is obscenely ridiculous. This region has planned the silver line extension for decades, and it's still not open. The purple line in Maryland has been planned for decades, and it's not even finished. I refuse to believe this region has the ability to construct an aerial gondola in a timely fashion - our region's transportation, planning, and construction agencies simply have not earned that benefit of the doubt. It's a ridiculously complex solution that's not a real alternative to the much more grounded and possible solution of having fast buses from the DuPont (or any other!) metrorail stop.	20002	20515
9/13/2022	Metro rail service		20011	20011
9/13/2022	It cannot be one solution. Too many areas need to be connected; buses can clog traffic and so shouldn't be used on multiple routes. Add in significantly enhancing (and making safe) bus and pedestrian infrastructure as a "plus" added to other solutions. Add spaces/lanes for cars to pick up passengers to increase vehicle use (Slug).Surely there are other ways to chip away at the problems while bigger (and interlinking) solutions are designed and implemented.		22314	20007 and 20016



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9/13/2022		bus headway will be my #1 factor when deciding whether to use, so maximizing dedicated bus lane %age (with enforcement) seems smart	20001	20001
9/13/2022	Streetcar best car		20910	20910
9/13/2022		Georgetown is isolated from the rest of Washington for anyone who wants to use public transit. I live in Shaw and do not travel to Georgetown often because of its inaccessibility even though some of my favorite retailers and restaurants are there. If a rapid bus route was introduced I would probably travel 6-12 times a year instead of the 1-4 I take currently.	20001	20001
9/13/2022		Please include protected bike lanes. Also I am highly doubtful that a gondola route would be done in a timely fashion. We can't even get the silver line	20010	20010
9/13/2022	Please push the city to take up the streetcar again and extend it to Georgetown. Georgetown needs easy transit to Amtrak and Capitol Hill!	Thank you for working to help transit for Georgetown!		
9/13/2022		The gondola would be the best option out of the others as it would entice me and my colleagues and friends to want to go out to Georgetown more often.	20854	20007
9/14/2022	A metro station in Georgetown		20016	20426
9/14/2022	Add Metro stop in Georgetown		22201	22201
9/14/2022		The Gondola is an utter waste of money - these solutions need to address getting transportation/commuting speed, something the Gondola does not. Regular users who stand to gain the most (Georgetown to Arlington Commute) in no way benefit from the silly gondola proposal	20007	22201
9/14/2022	A combo of two solutions would be best. (1) Bus service to Dupont or Farragut North, AND (2) gondola or dedecated bus lane service to Roslyn.	The gondola has the great advantages of never interfering in traffic and creating easy access to an airport for Georgetown residents and travelers. People with disabilities and older residents should also have better bus options to downtown. I think that P Street would operate better than M Street for speed. You do not want to duplicate NYC's experience with the 34th St BRT, which is never rapid.		
9/14/2022	There should be an expansion of protected bike lanes and incorporation into Metrorail. These might be long-term solutions, but we can either go for a piecemeal solution now which we have to revisit later, or go for something more long-lasting. That said, with the exception of the Whitehurst idea, the bus ideas aren't bad, as long as there's proper enforcement. Long-term though, Georgetown needs a Metro stop. It's ludicrous that it doesn't have one.	The gondola plans should be lowest priority.	20005	22202
9/14/2022	Honestly, a cycletrack from Rosslyn to M St, up one block of 34th St to Prospect St, down Wisconsin Ave and connecting to L St NW would move more people and take less time and money to build than some of the silly alternatives such as the gondola. It could easily carry 4,000-6,000 riders per day, as many as the gondola, and draw from both trails and low-stress on-street bike lanes on both sides of the river. I am disappointed that bicycle infrastructure was not included in the analysis.			
9/14/2022		I feel strongly a gondola option would be a waste of taxpayer funds, and dedicated bus options would move more people around the region. I'm glad Arlington County is participating in this study to learn more; however, I feel these proposals would strongly benefit DC over Arlington.	22204	22209
9/14/2022		since I walk to work this study is only interesting to me		
9/14/2022		Would a gondola be feasible between Georgetown and the other metros like Dupont? The bus will only contribute to more traffic congestion even if they have their own lane because we know how traffic really runs in the district.	20008	20007
9/14/2022	Bus that runs from Georgetown Hospital down Wisconsin, across K, and then terminates at the Convention Center for connection to yellow/green lines. These are the lines that are farthest from Georgetown with the least direct access. It would also facilitate tourism transit from Georgetown to/from the convention center where there is a hub of people	We need a metro stop in Georgetown. This is the best long term solution and I hope the Exxon station can be made into a new stop on the Blue/Orange line servicing Georgetown.	20001	20005

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9/14/2022		Transit in the Georgetown area seems mostly traffic constrained. traffic is unlikely to be reduced simply by connecting Georgetown to the metro rail. This reason I think that the bus options are unlikely to be good solutions. There are already low cost, frequent buses that go from Rosslyn through Georgetown. Georgetown needs to be considering more drastic interventions such as the aerial line or a permanent metro stop.	22201	22201
9/14/2022	i think improving bus lanes, bus security and cleanliness would encourage more users to take the bus and improve commutes.		20007	22201
9/14/2022	Rapid bus lines with dedicated lanes extending beyond Farragut Square, perhaps stopping at M and Wisc, Farragut West, Metro Center, and terminating at Union Station. Installation of such lanes would greatly benefit existing WMATA bus services and might make construction of the "transit center" at the Key Bridge Exxon unnecessary.	Many transit problems can be addressed by dedicated bus lanes and <b>**reliable bus service**</b> ! Current WMATA and circulator services are extremely unreliable, subject to traffic, and it's very difficult to get the current wait times, so we never use them for anything remotely time-sensitive.	20007	20007
9/14/2022		What methods will be available to get up and down the hill from the ExxonMobil station transit hub? the stairs severely limit accessibility	20902	20057
9/14/2022		No gondola. It's ridiculous	22207	20057
9/14/2022	These seem like the most effective and efficient new routes to add connectivity to the Georgetown region. I like the range of destinations/origins, especially as it relates to getting to parts other than M St in Georgetown.	The Dupont-Georgetown link seems a bit redundant to the Circulator route that already runs there. But, I strongly support any kind of dedicated transitways through the entire project scope. These lanes (and importantly, a long, uninterrupted length of them) would really make a huge impact in transit reliability and service.	20009	22209
9/14/2022		Your provided information the is easy to understand and navigate. Good work.	22202	20670
9/14/2022	I believe the route going from the Rosslyn metro site to the transit hub at the former Exxon site and then on to the Medstar entrance deserved more consideration.		22201	22042
9/14/2022	Metro-rail expansion should be re-considered		20007	22042
9/14/2022	Metro train stop in Georgetown.		22201	22201
9/14/2022		The gondola would not be a good option for connecting Georgetown with the rest of DC	22209	20001
9/14/2022	These all would cause increased congestion on M Street, the gondola would move very few people and seems like a gimic. We already have the DC circulator which is a good service. I do not think anything that further impedes traffic on Key Bridge or M street is practical. The most practical way is to take the bus down Wisconsin from Tenley Metro; or from Foggy Bottom. There are frequent bus routes from the DuPont Metro to Georgetown. Increasing traffic on narrow streets is a problem. Having people try to park on the streets of Georgetown is already a disaster and would likely increase with people parking in Georgetown to go Downtown, not staying and visiting the merchants in Georgetown. I do not think any of the proposed routes are better then the Circulator routes which operate well and are very inexpensive.	The Gondola would also be an eyesore; blocking the iconic view. I can't understand why anyone, other then Some tourists would want to get off the Metro in Arlington walk to the Gondola, take it across the river, and then get on a bus instead if staying in the Metro. It is silly. I do not believe that this is about practical Public transportation. Another point is that it is up a steep hill from this proposed transit hub (or the exorcist stairs) to GU. Much easier to get off the Metro at DuPont or Foggy Bottom.	20007	20895
9/14/2022	Gondola options that include BRT-style connections to the DC urban core (a hybrid solution)		22204	22209
9/15/2022	Streetcar	The gondola would make Georgetown more of a destination instead of just rapid bus, which I don't think many people would care to use.	22209	20057
9/15/2022	I commute to the 2115 Wisconsin location and would like more options for that		22315	20001
9/15/2022	Consideration should also be given to dedicated bus infrastructure from the Tenleytown Metro stop down Wisconsin Avenue to M St. It is a vibrant commercial corridor, the main approach from the northwestern part of the city, and currently bus service is unreliable and slow due to traffic.	Any concept should aim to strongly discourage car traffic on M St and Wisconsin Ave, not just as a means to address the transit need, but also as a good in itself, to improve the environment for pedestrians. The Georgetown core has narrow sidewalks and because of constant vehicular traffic is loud, cramped, unpleasant, and unsafe for anyone not in a car. Motorists are aggressive and consistently speed in this corridor. Addressing this environment would go a long way toward improving the commercial and cultural vitality of the area.	22201	22204
9/16/2022		It seems like you may have excluded the DC streetcar idea prematurely.	22209	22102



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9/16/2022	You need to get people to where they want to go, which I'd say is "downtown Georgetown." Unfortunately, I think M St is always backed up, which would slow buses down unless there was a BRT established. As for the MetroRail stops - you need to have one in the District and another in VA. It's only going to be equitable that way.	It's really unfortunate that expanding rail to Georgetown was taken off the table so early.	20009	20006
9/17/2022	Why can't we have actual metro access :(		20009	20007
9/17/2022	I think it mostly covered the bases, but I would have looked at a gondola through private investment option. Notably, I would think if you let a developer build a slightly taller building more in the heart of Georgetown that was maybe 5 or 6 stories tall, they could pay for the roof or a high floor to be the gondola station. Similarly in Rosslyn, grant a building permit with a requirement to build the gondola station. Saves the governments money, gets it done faster, brings in more partners for a better project, and enhances the location within Georgetown. Thr other comment I have is there already is bus service. The circulator is "every 10 minutes." The 38B is mostly scheduled "every 15 minutes." I have regularly waited over 45 minutes for each. I have zero faith that enhanced bus service will help in any way at all. Sure, at first, there will be some more buses. But inevitably, service will deteriorate, and you'll never actually attract the customers you want who generally are unwilling to take a bus. It's foolish to think new routes will solve this problem. If a bus route seems to be where the government is leaning, they should start a trial by actually running the bus service that they are supposed to be running now. The 38B is unbelievably inconsistent. The gondola is the solution with a seamless connection to the Rosslyn metro. Not across the street. The connection needs to be seamless. The minute you have to walk a block or two extra in Rosslyn, everyone who you hoped to attract is now going to take an Uber instead.	I think it mostly covered the bases, but I would have looked at a gondola through private investment option. Notably, I would think if you let a developer build a slightly taller building more in the heart of Georgetown that was maybe 5 or 6 stories tall, they could pay for the roof or a high floor to be the gondola station. Similarly in Rosslyn, grant a building permit with a requirement to build the gondola station. Saves the governments money, gets it done faster, brings in more partners for a better project, and enhances the location within Georgetown. Thr other comment I have is there already is bus service. The circulator is "every 10 minutes." The 38B is mostly scheduled "every 15 minutes." I have regularly waited over 45 minutes for each. I have zero faith that enhanced bus service will help in any way at all. Sure, at first, there will be some more buses. But inevitably, service will deteriorate, and you'll never actually attract the customers you want who generally are unwilling to take a bus. It's foolish to think new routes will solve this problem. If a bus route seems to be where the government is leaning, they should start a trial by actually running the bus service that they are supposed to be running now. The 38B is unbelievably inconsistent. The gondola is the solution with a seamless connection to the Rosslyn metro. Not across the street. The connection needs to be seamless. The minute you have to walk a block or two extra in Rosslyn, everyone who you hoped to attract is now going to take an Uber instead.	22201	20001
9/17/2022	Bicycling enablement was left out. It is often hard to use bikeshare to reach Georgetown because there are few stations and they are often either full so you can't dock, or empty so you can't leave. Moreover, no street space is reserved for bikes on M or Wisconsin.		20002	20894
9/17/2022	All bus options should at minimum connect to two metro stations allowing easy access from Va or DC. In short the options should connect DuPont circle to Georgetown to Roslyn or Farragut to Georgetown to Roslyn.	If the Gandola is considered express bus from DuPont or Farragut is also needed. Traveling to Roslyn from most parts of DC to get to Georgetown will take too long and would not be useful.	20008	22209
9/18/2022	Metrorail and dedicated bike/pedestrian routes should be seriously considered. We should be promoting more car-free alternatives to ease traffic in the area. The gondola is a folly and the only way the bus routes will ever work effectively is if you completely remove all private vehicle access to M Street (which I and many others are in favor of in general.)	Metrorail and dedicated bike/pedestrian routes should be seriously considered. We should be promoting more car-free alternatives to ease traffic in the area. The gondola is a folly and the only way the bus routes will ever work effectively is if you completely remove all private vehicle access to M Street (which I and many others are in favor of in general.)	20009	20008
9/18/2022		Limiting stops on the bus will be important but so far you haven't tried to locate those limited stops. Don't wait too long! You need feedback	20016	None
9/19/2022	Union Sta to Georgetown Streetcar should be put back on the agenda.		20009	
9/20/2022	A Metro connection or streetcar would be way better for Washingtonians, instead of adding yet another bus line that people will not use. People have already resigned to walking into and out of georgetown, excepting the fact that the public transportation is bad and the traffic is terrible. Adding another bus line when people are already not using the bus is just making terrible traffic worse.		20037	20016

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9/20/2022	Look, so much planning has already gone into the Street Car. While DDOT has suspended the project for the foreseeable future, that doesn't mean that Georgetown/Rosslyn BIDs can't advocate for the full streetcar extension that Bowser promised back in 2015. A gondola would already need a NEPA study and wouldn't be funded either, so it's not like there's huge time gains by pursuing that option. Moreover, in no world is a multi-jurisdiction gondola over a river a more feasible solution than a street car, a technology which dates back 200 years. I suspect the only reason it's being considered is because it's New And Shiny so white people won't be scared of it like they are every other form of public transit. And this is neither here nor there (except that it is actually extremely here), but there are massive, massive equity issues with "oh, we're going to make a special gondola/rapid bus for the Georgetown Whites" instead of, "let's extend the streetcar (or make other improvements to the bus network) so that the greater transit network as a whole benefits, instead of just Georgetown Whites." I get it, Georgetown is kind of a transit desert--I lived there for two years. But creating a special "Georgetown only" special line to/from metro doesn't improve transit for Georgetown nearly as well as enmeshing Georgetown in the greater transit network.		20002	
9/21/2022	I think these options should consider the streetcar connection and evaluate how some of the concepts may be able to support a future streetcar expansion to Georgetown. I also think this should consider bike and pedestrian options as a possible core concept rather than an add-on to other concepts. I come from SE DC, and the main way I get to Georgetown is by biking. With improved trails, protected bike lanes, and pedestrian plazas, this could represent a significant improvement to mobility at a fraction of the cost of other options.		20003	20003
9/21/2022	The G9 proposal to connect Rosslyn to Key Park strikes me as a better option than using the former Exxon site, which is notoriously far from the commercial heart of Georgetown, in an area that is not pedestrian-friendly. I'm also an enormous fan of G20's connection to the Georgetown Waterfront. That idea has not been a subject of many discussions surrounding a gondola, but it should be. That would carry great appeal to Arlington residents. I'm also intrigued by the gondola ideas that are fully within the District, such as from Georgetown to Farragut Square or Foggy Bottom. The G19-G26 plans, which you conducted just for this study, are among the best suggestions included.	I worry that adopting an intermediate idea like the ones proposed would dampen Metro's interest in constructing a Georgetown Metro station. Pressuring the Metro Board on that is the greatest use of advocates' energy.	22209	20016
9/21/2022	Better walking and biking infrastructure especially between Rosslyn and Georgetown		22209	20006
9/21/2022	I think more bike friendly options should be examined		22201	20081
9/21/2022		While the gondola option is fanciful and would become a tourist attraction, I'm doubtful it could be economically feasible. The region can't even keep its metro rail cars on correctly constructed rails, much less a gondola infrastructure. Too literally pie in the sky.	22209	22209
9/21/2022		These are all great options! A hard look at making gold standard (or as close as possible) bus rapid transit would be ideal. Infrastructure is mobile, and investment is significantly less than building something new like a gondola system. Dedicated bus lanes, though, are a must.	22209	22201
9/21/2022	People mover separate bridge over Potomac from Rosslyn to Georgetown		22209	22102
9/21/2022		I hope one day Georgetown will join the metro system.	22209	22201
9/21/2022		Gondola seems more of a tourist draw than a commuting option. By the time you load up to take it, you could be halfway across the bridge simply by walking.	22209	20006
9/21/2022		The Gondola would be a lot more used than a rapid transit bus.	22206	20007
9/21/2022		Not sure why streetcar and metro options were eliminated. The only way these projects will ever get funded and approved is if people push for them. Same with pedestrian/bike infrastructure. Only allowing bus/bike/pedestrian traffic on M street would be a huge improvement. Gondola is a ridiculous idea when compared with the simplicity of just adding bus lanes. Gondola will become a tourist attraction (at best) but is not a useful transportation option for people living and working in Georgetown.	20002	



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9/21/2022		Build more dedicated bus lanes, more dedicated bike lanes, more pedestrian friendly spaces. Build less car-friendly infrastructure. DO NOT BUILD THE GONDOLA. It is a distraction and a waste of money. Dedicated bus lanes will benefit far more people and other bus routes; the gondola benefits an extremely narrow segment of people.	20002	20037
9/22/2022	Bike and pedestrian only options. You eliminated it wrongly.	Stop with the gondola. Whose pockets are getting lined with this bullshit? All the bus options should have 100% bus lanes.	22201	20005
9/22/2022		I'm very surprised the gondola made it through feasibility stages. I hope if it continues being considered that someone reaches out to Disney World to discuss their gondola system as it meant for public transportation vs "a ride".	22201	22201
9/22/2022	Why do feasible transit options always end at Rosslyn metro? Should go to Courthouse metro or ideally west on Langston Blvd to at least Veitch Street. There is a security/safety issue on latter as Curtis trail and parallel streets are not safe (except maybe Wilson Blvd), after a certain time of the evening. I can walk home in less time than it takes to wait for ART 55 bus. It's a no brainer. Why pay when it takes longer? I'll take my chances of getting mugged or worse. Please extend to at least to Rosslyn zip boundary line and Courthouse. Only residents living in Rosslyn property would have reasonable opportunity to take advantage of transit. On the east side options go as far as DuPont and Farragut.		22209	20566
9/23/2022	Medstar GU Hospital option C			
9/23/2022	Gu Medstar Option C	Reservoir Road is heavily used for driving and parking. If you eliminate parking for dedicated bus lanes, that will displace parked cars into adjacent neighborhoods, including Burleith, which is just north of Reservoir Road between 39th and 35th Streets. If there had been better outreach or the inclusion of a representative from Burleith, this misplaced plan for Medstar GU hospital, would have been vociferously rejected.	20007	20057
9/23/2022	N/a	As a Burleith resident, I DO NOT want the parking on reservoir to be taken away by a bus lane. That would displace so much parking into our neighborhood and does not make any sense.	20007	20007
9/23/2022	You need to consider enhanced connectivity to the upper Wisconsin Avenue corridor through to Rosslyn. This is a totally unserved axis of transit (i.e., Tenleytown to Rosslyn Metro) that is home to thousands of residents and workers who commute and travel through this area daily. It would be well-served by rapid bus transit, dedicated bus lanes, or similar options. Please consider connecting Tenleytown through to Rosslyn!		20016	22209
9/23/2022		Use of Foxhall Rd does not appear to have been considered. This is a significant oversight given the use of the Georgetown Medstar site as a stop.	20007	20190
9/24/2022		I would like to see protected bike lanes as part of this project. Removal of one or two vehicle travel lanes in each direction/on-street parking would be a helpful way to achieve this goal and discourage the use of private vehicles.	20037	20002
9/24/2022	Increased service on the D6, D2 and G2 Metrobus routes between the Dupont Circle Metro station and Medstar GU Hospital/Georgetown, Georgetown and GU.. Unlike the 6 options you are considering, these routes do not currently have heavy traffic. Such increased service could be in conjunction with a combination of your G2 and G26 options. The latter would get people to Georgetown, and to GU and Medstar GU Hosp. by presumably taking them across the GU campus on a shuttle with minimal involvement in local traffic.	Reservoir Rd, east of Medstar GU Hosp. has insufficient traffic to warrant dedicated bus lanes and is not wide enough for such lanes. Such lanes, by reducing parking spaces, would also burden adjacent residential areas..	20007	N/A

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9/25/2022	<p>Whoever did this planning or came up with these alternatives doesn't understand transit planning. It is more beneficial/productive/effective to extend and enhance existing routes that have existing ridership than to add a new service that has to build a constituency. Requiring transfers is a major issue regarding providing more service. Enhance/improve/extend the existing bus routes through Georgetown is far more effective in attracting new riders than adding a shuttle service that requires a transfer. For example, the single origins are too limited. Enhance the 30 buses, the H and M buses, K street buses so that they alternate between local service and a more express service using the express guideways that have been identified. For example some 30 buses along Pennsylvania Avenue can deviate at Washington Circle and go down K street, under the Whitehurst Freeway and up Wisconsin Avenue joining it's regular route. Some H buses can detour at Dupont Circle and use the guideway route down New Hampshire Avenue to M street. Basically use a combination of all of the proposed guideway enhancements with existing local routes. It seems like whoever came up with these concepts ignored the existing bus resources and only considered Metro Station transfers. Transit systems are best planned as an integrated system rather than separate systems that connect and require transfers. That is basic transit planning. Best of luck.</p>	<p>I think you need some help from people that understand transit planning as a system rather than a conglomeration of different services.</p>	90016	90016
9/25/2022	n/a	<p>establishing dedicated bus lanes in Georgetown will only help if the buses are very frequent and the parking situation is actively monitored by MPD, most cars are going to ignore the bus lane.</p>	20007	20007
9/26/2022	You should TAX MD and VA commuters that clog up our streets.	The GONDOLA idea is ridiculous!!	20016	20433
9/26/2022		<p>We need better transit connections in Georgetown, Burleith, and Glover Park. The next step should be dedicated bus lanes down Wisconsin from at least Friendship Heights, if not from Bethesda, all the way down to M St. and beyond. The way the busses currently run on Wisconsin is terrible.</p>	20007	22042
9/26/2022		M street bus lane extremely important	20007	
9/26/2022		<p>Adding dedicated bus lanes would impact parking in adjacent neighborhoods. Many visitors and commuters park in Georgetown and Burleith already and taking away more short-term parking on main thoroughfares (i.e. Reservoir and Wisconsin Avenues) will make it more difficult for residents to park near their homes.</p>	20007	20007
9/26/2022		<p>For safety reasons, I think that Reservoir Rd. should have no parking on it for at least a 1/4 mile in front of it in each direction (1/2 or more total). All of the people parking on the road should be forced to park inside the parking structure that is being built at GT. It is dangerous to have so much traffic, emergency vehicles, and people entering exiting their cars and jaywalking across the street in that area - especially when an emergency vehicle is screaming through.</p>	20007	20007
9/26/2022	Consider extending or adding Circulator routes. Extend further up Wisconsin Ave, go down Foxhall and Reservoir to loop back to Wisconsin (or similar)	<p>A gondola does not make sense and does not alleviate the issues pedestrians, cyclists and public transit users have with getting into/around Georgetown. It is not a viable solution because Key Bridge is right there and easy and quick to cross.</p>	20007	20005
9/26/2022		<p>Please be sure that the those conducting these options are aware that DC Public Schools is opening two brand new schools. One on Foxhall Road near the Reservoir intersection north of the small commercial center. The second at the former Georgetown Day School building. DCPS has offered zero options for parents to get 1500+ children ages Pre-K through 12th to these new sites. There are no bus routes available and DCPS has said flatly that they are not offering any transportation options. Having a rapid bus route down Reservoir might be a potential option but only if it goes all the way to at least the high school. Please consider including DCPS and the working school groups in this planning discussion of connecting MetroRail to Georgetown. DCPS claims they are opening these new schools to help students east of the river have other alternatives to Jackson-Reed and to ease that school's overcrowding but offers these students no feasible way of getting to school via metro or bus.</p>	20007	20007



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9/26/2022	-Bus from Dupont via P Street (already exists)	-any option without 100% dedicated infrastructure along M Street or between the Key Bridge and Exxon Station seems like it will fail due to existing traffic congestion at M St and at Bridge, particularly during p.m. rush hour	20008	20024
9/26/2022		I do question the value of this analysis - it looks like an example of analysis paralysis	20009	20005
9/27/2022	Light rail between Georgetown and Metro	The gondola idea is bad. Don't do that, it's not a real transit link, it's a tourist boondoggle	20005	
9/28/2022		I personally feel that any gondola option is a waste of money.	20016	20016
9/29/2022		Gondola is a great idea and I would love to see that come to fruition.	20007	21045
9/29/2022	People mover monorail from Foggy Bottom to Georgetown (like in Miami) or a dedicated pedestrian bridge across the Potomac with moving walkways to Rosslyn.		20007	N/a
9/29/2022	If you really want something to work, a metro stop at the old exon area would be the best		20007	20007
9/29/2022		I worry about a dedicated bus lane reducing traffic flow even more than it already is.	22203	22203
9/29/2022	Provide aerial or extend metro service to and from within DC or Maryland instead of Rosslyn. Would suggest something that makes connecting from Bethesda to Georgetown easier. Maybe next to C and O path/highway out there.		20037	20037
9/29/2022		In my view, priority should be BRT btwn Georgetown and DC Metro stations along the blue/orange/silver lines given greater coverage of VA commercial and residential centers. You need intermediate stops along M St, eg at Wisconsin, but probably 2 stops along the main GT M St corridor. Eliminating street parking and funneling drivers to off-M parking lots, even via valet, would be ideal and make M St more pedestrian-friendly. But that must be combined with short-headway BRT. An aerial tramway seemingly would provide very few transit benefits to anyone who lives or works in Georgetown. The ExxonMobil station is out of the way and without any BRT you are a long walk or bus ride (38B has very long headways) to any points of interest in Georgetown. It's a tram to nowhere	20007	20190
9/29/2022		Do the proposed bus routes from Georgetown- Dupont and Rosslyn to Georgetown fall along the current Circulator route? I fail to see how it is different from the bus options already available.	22209	22209
9/29/2022	Dupont to Medstar.		20007	20007
9/29/2022		Pretty please ignore the multi millionaire NIMBYs that are holding this District hostage to their real estate profits. Until the entire District is underwater from their gas guzzling Range Rovers, they will cynically obstruct anything that slightly inconveniences them. - A Burleith resident.	20007	20007
9/29/2022		I have serious concerns about the functionality of bus rapid transit in this corridor if M St does not become 100% closed to anything except buses, bicycles, and pedestrians.	20002	20011
9/29/2022		I just want a safe, pleasant, and direct pedestrian option from a metro station to Georgetown	20002	20032
9/29/2022	The est hub would be where the Circulator starts at Whitehaven and Wisconsin Ave as that area is not only not congested as the Exxon statuion y Key Bridge it is also convenient to other lines. I can't even imagine where people would stand to wait at the entrance to Key Bridge as the traffic coming form several ways and also very congested would make waiting there very dangerous not to menyion what would happen in inclement weather-that would greatly endanger lives.	I am very uopset at your changing the 42 line that used to go to gellery Place and now goes to Kennedy CXneter when Kennedy Center has a free shuttle that goes there and the old 42 line let you ioff on H and Gellery place where you could transfer to many other lines and get to themovie theater, usems and Verizon center. I m also dismayed at why you changed the route to Friendship Heights making riders have to walk back a mile just because your new drivers have some difficulty making a turn. That is ridiculous.Metro should be for the riders convenience not your drivers. There should be a bust shelter at Wisconsin and Q where the D6 goes to Sibley and Georgetown Hospitals as many riders transfer at that point to a D6 and many are handicapped and cannot stand for long and the D6 has become increasingly unreliable..	20007	20008
9/29/2022	Do not make dedicated bus lanes on M street that would be an unmitigated disaster.	I would regularly use the gondola.	20007	22203
9/29/2022	I'm unclear on why the city has discontinued street car as an option. It would surely be easier than metro to implement and preferable to buses.		20024	20005
9/29/2022	"Big dig" style underground transit lanes to foggy		20007	20301
9/29/2022	Additional metro bus routes, such as being back the 30N and 30S buses. A big issue is the congestion on M street, unclear how current plans address this as it does not seem feasible to have bus only lanes on M street.		20007	20201

DATE	Do you think our process left out potentially feasible solutions for enhancing connections between Georgetown and Metrorail that we should take a look at? If Yes, please explain in the box below.	Please enter any other comment or feedback you may have in the following box.	ZIP (Residential)	ZIP(Work)
9/29/2022	Rapid bus lines for crosstown travel from Wisc & M to Union Statio - no need for a new "transit hub".		20007	20006
9/29/2022		No Gondola!	22201	20037
9/29/2022	Foggy bottom metro stop to georgetown fast bus		20005	20515
9/29/2022		Georgetown is more than the university and the Key Bridge. I think options near Wisconsin Ave NW and P/Q/R Streets NW should be considered. Or options near Rose Park (eat village of Georgetown).	20007	20007
9/30/2022		The connection on from dupont to gtown would be such a game changer. From foggy bottom/Farragut west I will often walk cause they feel closer, but with dupont I always drive or Uber. So would love this option & how it would connect the red line to gtown	20009	20009
9/30/2022		increased bus traffic will only serve to continue to impede traffic flow--especially on M Street which has been reduced to 1 lane each way due to the streatory boards never removed.	20007	20007