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# Chapter 1: Purpose and Need

Georgetown Enhanced Transit Access to Metrorail

December 20, 2022

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# Acronyms and Abbreviations

BID	Business Improvement District
DDOT	District Department of Transportation
GHG	Greenhouse Gas
MWCOG	Metropolitan Washington Council of Governments

# 1

## Purpose and Need

### 1.1 Introduction

This chapter documents the Purpose and Need for the Georgetown Enhanced Transit Access to Metrorail study.

### 1.2 Study Area

The study is focused on the Georgetown neighborhood of Washington, DC, roughly bounded by the Potomac River to the south, Rock Creek Parkway to the east, Dumbarton Oaks Park, 35<sup>th</sup> Street, and Reservoir Road to the north, and Glover Archibald Park to the west. Major activity centers in Georgetown include the Potomac River waterfront, the M Street/Wisconsin Avenue commercial corridors, Georgetown University, and MedStar Georgetown University Hospital.

Georgetown's multimodal transportation network facilitates travel by foot, bicycle, scooter, bus, and automobile. However, Georgetown is not served by Metrorail. The closest Metrorail stations are Rosslyn, Foggy Bottom-GWU, and Dupont Circle, all of which are at least a 10-minute walk to the closest point in Georgetown from the station. Major roadways serving Georgetown include M Street NW, Wisconsin Avenue NW, the Whitehurst Freeway, Rock Creek Parkway, and Reservoir Road NW. Visitors can also access Georgetown via ferry from Alexandria, Virginia, National Harbor, Maryland, and the Wharf development in Southwest DC.

### 1.3 Study Background

While a Metrorail station in Georgetown was considered during the planning for the Metrorail system in the 1960s, none was included in the *Metrorail Adopted Regional System*

*Plan* (1968), which established the original Metrorail system. The reasons for this included anticipated ridership, potential for redevelopment, and the uniquely challenging construction for a station at the intersection of Wisconsin and M Streets, which would have required a deep tunnel. At the time, an alternate route was chosen for the crossing of the Potomac River that did not include these challenges.<sup>1</sup>

Georgetown has been relying on buses to extend the reach of Metrorail. Between 2001 and 2010, the Georgetown Business Improvement District (BID) operated a shuttle called the Georgetown Metro Connection in partnership with the Rosslyn and Dupont Circle BIDs. This shuttle was replaced by the Dupont Circle-Rosslyn DC Circulator route in 2010.

In 2005, the District Department of Transportation (DDOT) released the *District of Columbia Transit Improvements Alternatives Analysis*, which identified two “Priority Corridors for Premium Transit” providing access to Georgetown: Wisconsin Avenue NW and Georgetown to Stadium Armory.<sup>2</sup> In 2010, DDOT released the *DC’s Transit Future System Plan*. The plan identified a streetcar line extending from Georgetown to the Benning Road Metrorail Station.<sup>3</sup> DDOT announced in 2020 that the extension of the completed portion of the streetcar to Georgetown would be halted “for the foreseeable future.”<sup>4</sup>

In 2014, the Georgetown BID released the *Georgetown 2028 15 Year Action Plan*, which was conceived as a strategic road map for the community to envision, and plan for, Georgetown’s business district evolution over a period of 15 years. Development of the plan included an intensive eight-month community engagement process that involved more than 200 participants. The plan identified the need for major transportation investments to ensure people could reliably access Georgetown and travel conveniently around the neighborhood. The plan recommended studying the feasibility of an aerial gondola to provide a fast, reliable, and picturesque transit link between the Rosslyn Metrorail station and the Georgetown commercial district and Georgetown University.<sup>5</sup>

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<sup>1</sup> Jordan Pascale, “Why Doesn’t Georgetown Have a Metro Station? It Goes Beyond NIMBYism,” WAMU 88.5, November 12, 2019. Accessed from <https://www.npr.org/local/305/2019/11/12/778473521/why-doesn-t-georgetown-have-a-metro-station-it-goes-beyond-n-i-m-b-yism> on March 14, 2022.

<sup>2</sup> DDOT, “District of Columbia Transit Improvements Alternatives Analysis,” 2005. Accessed from [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/dcaa\\_final\\_report\\_10-28-05.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/dcaa_final_report_10-28-05.pdf) on March 14, 2022.

<sup>3</sup> DDOT, “DC’s Transit Future,” 2010. Accessed from [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/dctf\\_0.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/dctf_0.pdf) on March 14, 2022.

<sup>4</sup> Max Smith, “DC Streetcar to Georgetown is dead,” WTOPnews, January 22, 2020. Accessed from <https://wtop.com/dc-transit/2020/01/dc-streetcar-to-georgetown-is-dead/> on March 14, 2022.

<sup>5</sup> Georgetown BID, “Georgetown 2028 15 Year Action Plan,” 2014. Accessed from [https://www.georgetowndc.com/wp-content/uploads/2021/12/web\\_vision-report-1.29.14-redo-compressed.pdf](https://www.georgetowndc.com/wp-content/uploads/2021/12/web_vision-report-1.29.14-redo-compressed.pdf) on March 14, 2022.

The *Georgetown-Rosslyn Gondola Feasibility Study* was completed in 2016.<sup>6</sup> Funded by a partnership including DDOT, Arlington County, the Rosslyn BID, Georgetown University, Gould Property Company, JBG SMITH, Penzance, and the Georgetown BID, the study's objective was to identify and lay out demand, financial, regulatory, design and real estate considerations pertaining to a potential aerial gondola lift between the Rosslyn and Georgetown commercial districts. The study deemed the gondola to be feasible.

In June 2021, the Federal City Council, DDOT, Georgetown BID, and Georgetown University kicked off the *Georgetown to Metrorail Transit Enhancement Study* to identify a preliminary range of alternatives to provide direct, frequent, rapid transit between the Metrorail system and Georgetown. The focus of this effort was on refining the project's Purpose and Need, developing draft alternatives for later public review, and identifying resource impact areas of concern based on the proposed alternatives.

## 1.4 Purpose and Need Statement

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:

1. Although Georgetown is a major employment center, it does not have a Metrorail station.
2. 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.
3. 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.
4. 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.

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<sup>6</sup> Georgetown BID, "Georgetown-Rosslyn Gondola Feasibility Study," 2016. Accessed from <https://static1.squarespace.com/static/56be0bf0f85082283a801769/t/581b3129be6594f54cc7a225/1478177085024/GR-Gondola-TechSummary-110316.compressed.pdf> on March 14, 2022.

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

## 1.5 Description of Needs

### Georgetown is a major employment center that lacks a Metrorail station

According to the 2019 American Community Survey, approximately 22,000 people are employed within Georgetown. Approximately 27 percent of Georgetown employment is within the census block that includes Georgetown University and Medstar Georgetown University Hospital. Another 23 percent of employment is within the census blocks bordering M Street NW and 33 percent is within the census blocks between the C&O Canal and the Potomac River.<sup>7</sup>

The Metropolitan Washington Council of Governments (MWCOG) has designated 146 Activity Centers, which are existing urban centers, priority growth areas, traditional towns, and transit hubs that are planned to accommodate the majority of the region’s future growth and play a central role in achieving regional goals for prosperity, sustainability, accessibility, and livability. Georgetown is in the top 50 in terms of employment (at number 32). Of those located in the District and Arlington County, Georgetown is one of only two that are not served by at least one Metrorail station, as illustrated in **Figure 1-1** (Activity Center boundaries are based on Transportation Analysis Zones, and, therefore, may not exactly coincide with neighborhood boundaries). McMillan-Old Soldiers Home is the other one.

Research has shown that proximity of jobs to transit strongly influences whether or not people choose to commute via transit.<sup>8</sup> In addition, in recent years, the DC region has seen the majority of new office construction occur within walking distance of Metrorail stations,<sup>9</sup> and major employers have cited access to Metrorail as “essential” to their location decisions.<sup>10</sup> Because of the lack of Metrorail station, persons accessing Georgetown via

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<sup>7</sup> 2019 American Community Survey.

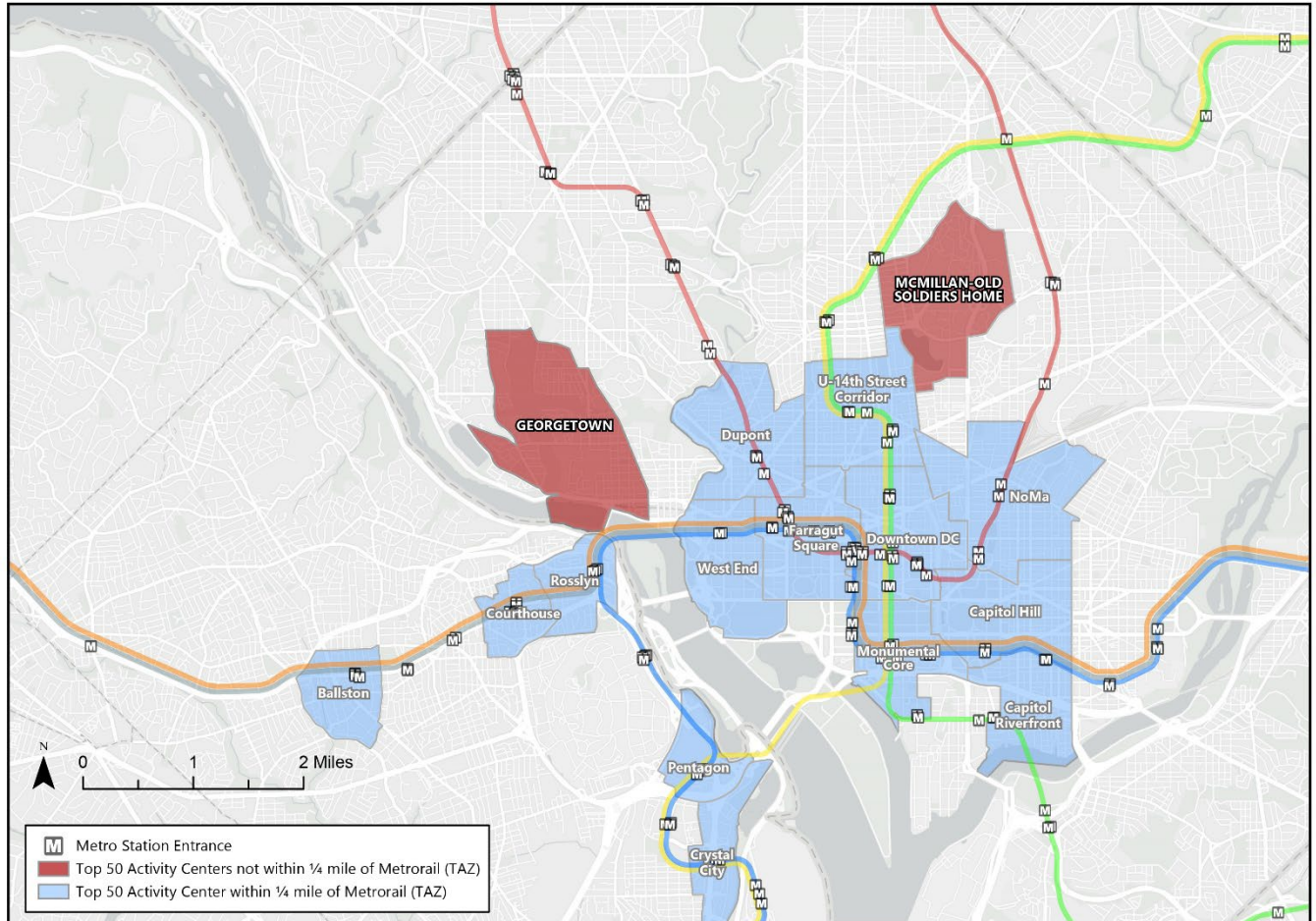
<sup>8</sup> Melissa Paluch, “Transit proximity to work more important than home for Arlington and Denver commuters,” Mobility Lab, January 25, 2019. Accessed from <https://mobilitylab.org/2018/01/25/transit-proximity-work-important-home-arlington-denver-commuters/> on January 6, 2022.

<sup>9</sup> Metropolitan Washington Council of Governments, “Commercial construction slows in D.C. region, but office space and development near Metro stations rise,” June 18, 2019. Accessed from <https://www.mwcog.org/newsroom/2019/06/18/commercial-construction-slows-in-dc-region-but-office-space-and-development-near-metro-stations-rise-activity-centers-commercial-construction-communities-economy-growth--development-tod/> on January 6, 2022.

<sup>10</sup> Tracy Hadden Loh, “Marriott is moving its headquarters to downtown Bethesda so it can be in a denser place that’s closer to transit,” Greater Greater Washington, October 18, 2016. Accessed from <https://ggwash.org/view/43188/marriott-is-moving-its-headquarters-to-downtown-bethesda-so-it-can-be-in-a-denser-place-thats-closer-to-transit> on January 6, 2022.

transit must rely on buses traveling in mixed traffic or on other first mile/last mile connections between an existing Metrorail station and their destination.

Figure 1-1. Proximity to Metrorail of Top 50 MWCOG Activity Centers (Washington, DC and Arlington, VA)



### Existing connections between Georgetown and regional rapid transit are suboptimal, as they are affected by automobile congestion

As a result of congestion on the street network, both scheduled and observed travel times between destinations in Georgetown and the closest Metrorail stations (Dupont Circle, Foggy Bottom, Farragut West, and Rosslyn) show a great deal of variability. Observed travel times are frequently slower than scheduled, particularly in the peak hours when streets are more congested. **Table 1-1** shows the variation in observed travel times compared to scheduled times and highlights how that variability impacts travelers through the additional time it can take to make the same trip at different times of day and depending on congestion.



**Table 1-1** identifies two ways in which Georgetown bus riders face a time penalty. Comparing the 25<sup>th</sup> and 75<sup>th</sup> percentile of scheduled and observed travel times shows how schedule-based expectations and reality vary, adding unplanned time to each rider's trip and making bus travel less reliable. The table refers to this as an "operational penalty."

The second type of penalty arises from schedule "padding." That penalty is built into the schedule and reflects the fact that at certain times of the day, buses will move more slowly than at other times because of predictable traffic congestion. While in this case riders are expecting the longer travel time, this is still a penalty compared to the shorter rides possible and experienced at other times.

For both types of penalty, the estimates are based on the timing of the middle 50 percent of all trips, excluding the extremes for a more conservative approach. Together, both types of penalty provide a quantitative measure of how congestion negatively affects transit operations in Georgetown. Ranging from 3 to 10 minutes, the cumulative time penalty has a significant impact on the Georgetown transit shed. Converting even some of this time into distance by increasing the speed and reliability of transit could substantially expand the transit shed.

Operations in mixed traffic contribute to bus operating speeds that can make walking competitive with transit for some origin/ destination pairs once the unpredictability of bus travel times is considered. For example, walking from the Foggy Bottom Metrorail Station to Wisconsin Avenue and M Street NW takes approximately 18 minutes. At 6:00 PM on a weekday, scheduled travel via bus takes from 11 to 13 minutes. Once a passenger factors in wait times and the potential impact of congestion, walking 18 minutes could be faster than waiting for and riding the bus. The Georgetown BID's 2017 Office Employee Transportation Survey bears this out – of the 11 percent of respondents who travel to work using Metrorail, 40 percent reported using a bus (Circulator or Metrobus) to complete their trip to Georgetown, while 31% percent stated that they walked.<sup>11</sup>

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<sup>11</sup> Georgetown Business Improvement District, Office Employee Transportation Survey, November 2017.

Table 1-1. Observed vs. Scheduled Travel Time on Transit between Georgetown and Metrorail

Destination	Scheduled Travel Time (25 <sup>th</sup> -75 <sup>th</sup> Percentile Range)	Observed Travel Time Range (25 <sup>th</sup> -75 <sup>th</sup> Percentile Range)	Operational Penalty Range	25 <sup>th</sup> Percentile Scheduled Travel Time	75 <sup>th</sup> Percentile Scheduled Travel Time	Schedule Padding Penalty	Cumulative trip Time Variability
<b><i>From Georgetown University</i></b>							
To Dupont	13-18 mins	15-20 mins	<b>2-2 mins</b>	13 mins	18 mins	<b>5 mins</b>	<b>7 mins</b>
To Foggy Bottom	18-22.5 mins	20-23 mins	<b>2-0.5 mins</b>	18 mins	22.5 mins	<b>4.5 mins</b>	<b>5-6.5 mins</b>
To Farragut West	19-24 mins	22-25.5 mins	<b>3-3.5 mins</b>	19 mins	24 mins	<b>5 mins</b>	<b>8-8.5 mins</b>
To Rosslyn	14.5-19 mins	16-19 mins	<b>1.5-0 mins</b>	14.5 mins	19 mins	<b>4.5 mins</b>	<b>4.5-6 mins</b>
<b><i>From M at Wisconsin</i></b>							
To Dupont	13-16 mins	14.5-18 mins	<b>3-0.5 mins</b>	13 mins	16 mins	<b>3 mins</b>	<b>3.5-6 mins</b>
To Foggy Bottom	9.5-12 mins	10.5-12.5 mins	<b>1-0.5 mins</b>	9.5 mins	12 mins	<b>2.5 mins</b>	<b>3-3.5 mins</b>
To Farragut West	12-15.5 mins	13.5-16.5 mins	<b>1.5-1 mins</b>	12 mins	15.5 mins	<b>3.5 mins</b>	<b>4.5-5 mins</b>
To Rosslyn	10.5-19 mins	12-19 mins	<b>1.5-0 mins</b>	10.5 mins	19 mins	<b>8.5 mins</b>	<b>8.5-10 mins</b>
<b><i>From Medstar Georgetown University Hospital</i></b>							
To Dupont	16-20.5 mins	18-23 mins	<b>2-2.5 mins</b>	16 mins	20.5 mins	<b>4.5 mins</b>	<b>6.5-7 mins</b>
To Foggy Bottom	22-27 mins	23-28 mins	<b>1-1 mins</b>	22 mins	27 mins	<b>5 mins</b>	<b>6 mins</b>
To Farragut West	22-28 mins	23.5-29.5 mins	<b>1.5-1.5 mins</b>	22 mins	28 mins	<b>6 mins</b>	<b>7.5 mins</b>
To Rosslyn	24-29 mins	25-30 mins	<b>1-1 mins</b>	24 mins	29 mins	<b>5 mins</b>	<b>6 mins</b>

## Limitations of existing connections to regional transit make access to Georgetown difficult without a car

As illustrated in **Figure 1-3**, for much of the region, including most of the District and Arlington County, it is substantially more convenient to travel to and from Georgetown using a car than using transit.<sup>12</sup> Areas within a 30-minute transit trip of Georgetown include neighborhoods close to Metrorail stations in Northwest DC and central locations within the District as well as Arlington County, or neighborhoods along Wisconsin Avenue and MacArthur Boulevard that have direct bus service to Georgetown. While the decision to drive includes a number of factors, such as for instance the ease and cost of parking, the limits of the 30-minute transit travel shed mean that many travelers are likely to choose driving or to avoid traveling to Georgetown in favor of another more transit-accessible location. In addition, the District has a relatively high percentage of households with no car (35.9 percent of households) or only one car (44.6 percent of households) and many neighborhoods outside of the 30-minute travel shed to Georgetown have higher rates of zero-car or single-car households than the District as a whole.<sup>13</sup>

The impact of the relative convenience of Georgetown depending on location is borne out by data showing where travelers begin their trips, as shown in **Figure 1-4**. The origins of trips to Georgetown are heavily concentrated in the northwest quadrant of the District and in areas of Arlington County and the City of Alexandria with access to Metrorail or frequent bus service.

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<sup>12</sup> **Figure 1-3** shows 30-minute transit and auto travel sheds to/from M Street and Wisconsin Avenue. Similar maps can be found in **Appendix A** for travel sheds to/from Georgetown University and Medstar Georgetown University Hospital. Travel sheds to/from all three destinations testify to the same disparity between transit and auto travel times.

<sup>13</sup> 2019 American Community Survey.

Figure1-2. Transit vs. Auto Travel Time to Georgetown (M Street at Wisconsin Avenue)

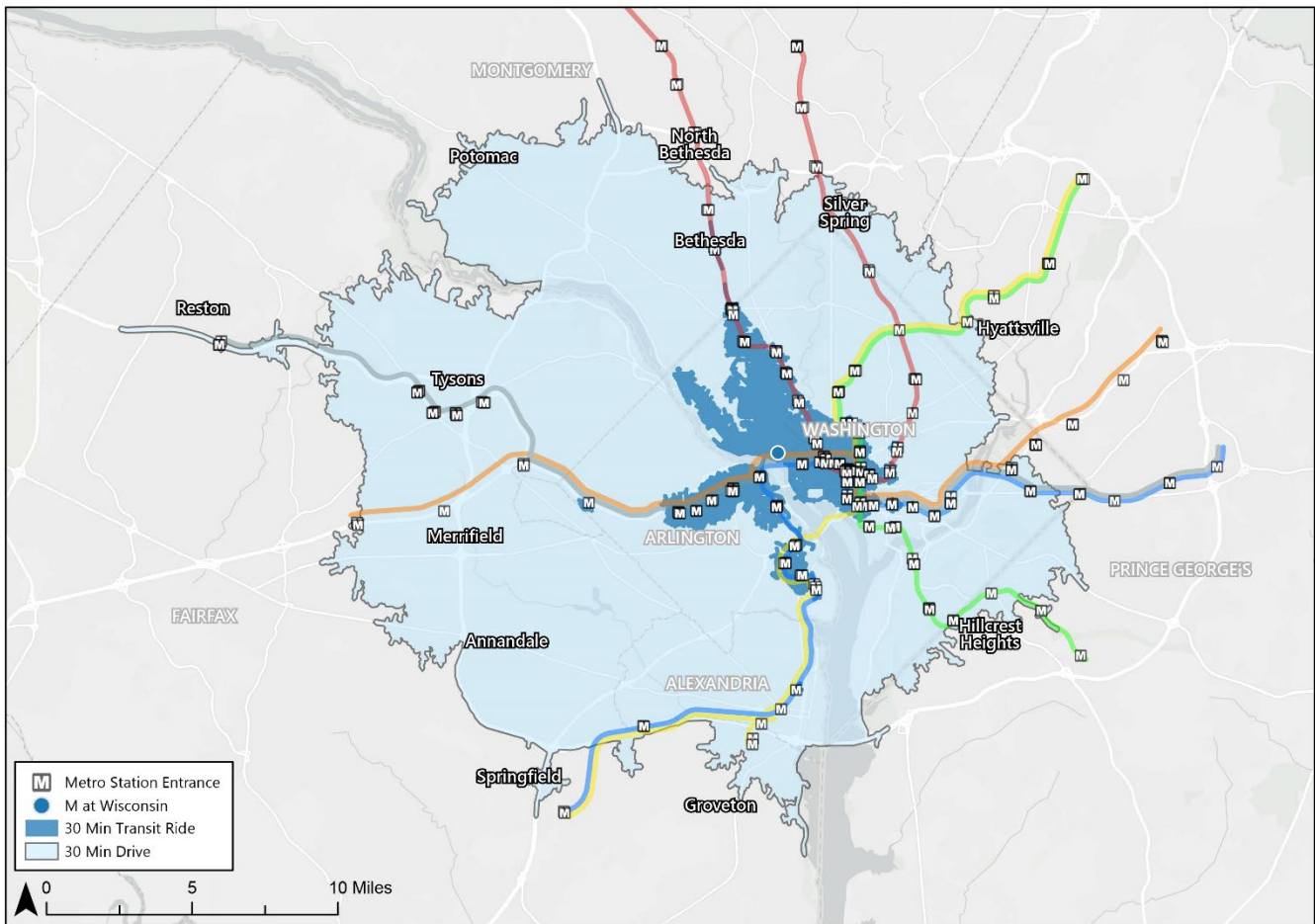
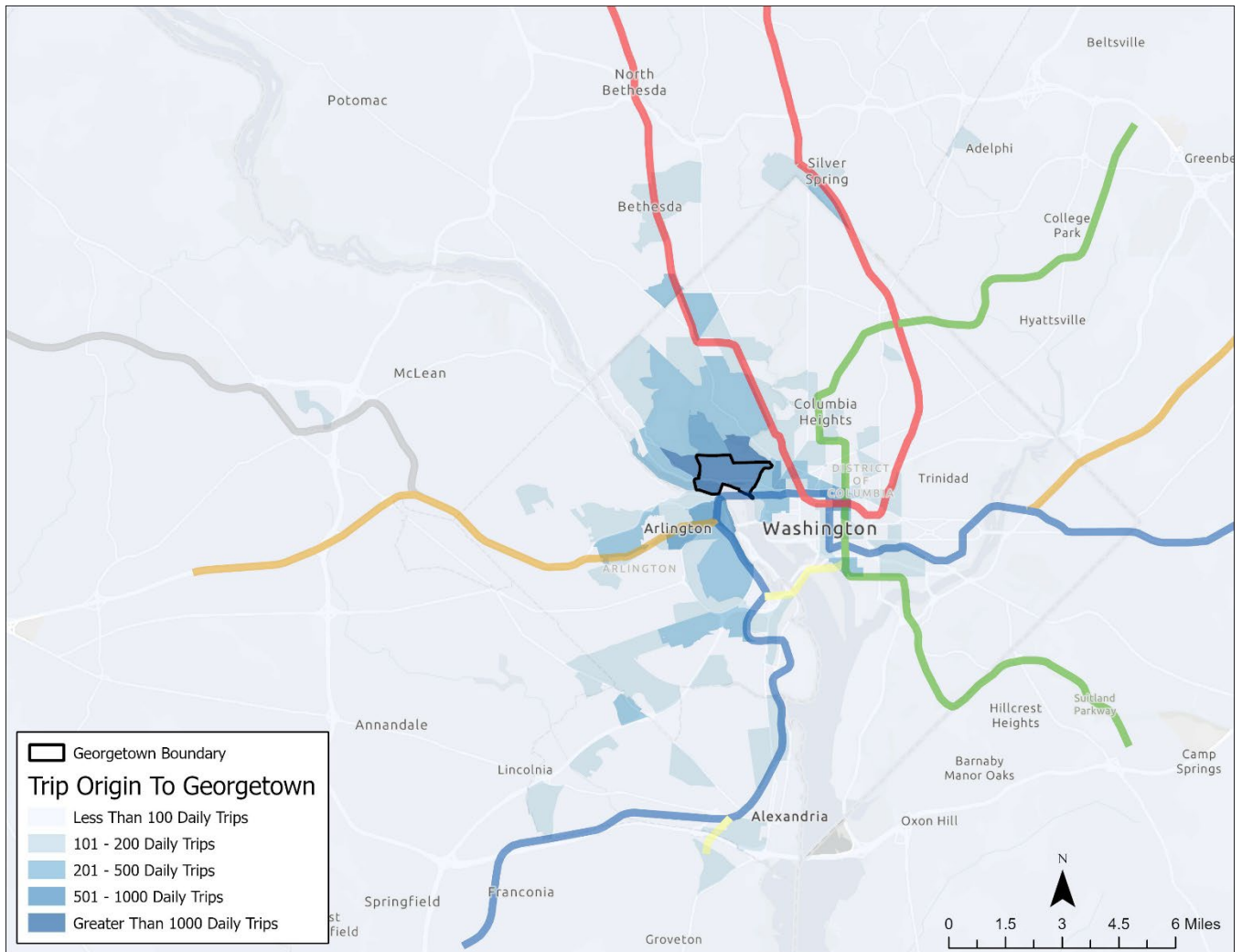


Figure 1-3. Origins of Trips to Georgetown



## Limitations of existing transit services encourage workers, students, residents, and visitors to rely on cars to travel to or from Georgetown

The limitations of the existing transit service mean that for many travelers, the automobile is the most convenient choice to get to and from Georgetown. This influences their mode choice, as borne out by travel surveys and questionnaires:

- › The 2017 Office Employee Transportation Survey for the Georgetown BID found that 42 percent of respondents traveled to work via private automobile compared to approximately 33 percent who used transit.<sup>14</sup>
- › Georgetown University's 2019 Annual Transportation Monitoring Report found that 51 percent of university faculty, close to 49 percent of university staff, and close to 43 percent of affiliate employees use an automobile mode to travel to campus.<sup>15</sup> Among Medstar Georgetown University Hospital employees, the auto mode split was much higher, at 72 percent.<sup>16</sup>
- › The 2021 MetroQuest questionnaire conducted for this study found that a substantial percentage of people traveling to Georgetown use private automobiles or for-hire vehicles (including taxis and such services as Uber or Lyft). In answer to the question, "If you don't live in Georgetown, how do you most often travel to Georgetown for work or other purposes," 48 percent of respondents reported traveling by personal vehicle and 37 percent reported using for-hire vehicles. In this case, more than one answer was possible, with 24 percent reporting using Metrorail and 45 percent using bus.

## Existing conditions make traveling to Georgetown burdensome and inequitable for lower-income workers

As shown in **Figure 1-3**, convenient transit travel to Georgetown is mostly focused to the north and west. There is little overlap between the 30-minute transit travel shed to Georgetown and the region's Equity Emphasis Areas, as shown in **Figure 1-5**.<sup>17,18</sup> As a result, residents of these areas wishing to travel to Georgetown for employment, education, or entertainment must commit more time, or they must use an auto mode. For lower-income workers, the cost of auto modes, either in the form of for-hire or private vehicles, is

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<sup>14</sup> Georgetown BID, 2017.

<sup>15</sup> Automobile modes include private vehicles, carpool/vanpool, and for-hire vehicles.

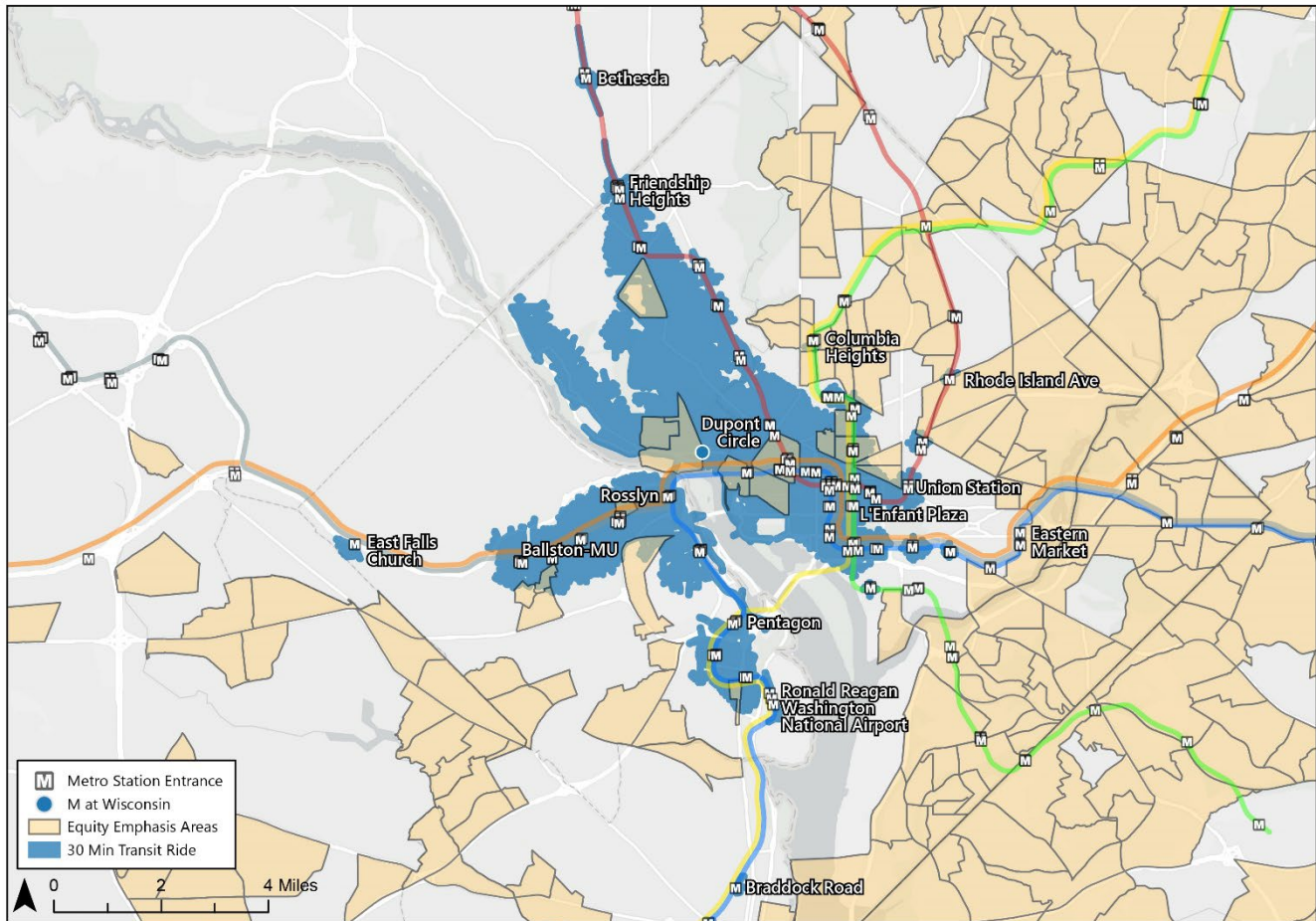
<sup>16</sup> Georgetown University, Annual Transportation Monitoring Report, December 2019.

<sup>17</sup> 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. See <https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>. Accessed on January 6, 2022.

<sup>18</sup> **Figure 1-5** shows the 30-minute transit travel shed to/from M Street at Wisconsin Avenue. Similar maps can be found in **Appendix A** for transit sheds to/from Georgetown University and Medstar Georgetown University Hospital. Transit sheds to/from all three destinations show a similar limited overlap with Equity Emphasis Areas.

significant. In low-income households with at least one car, transportation makes up about 23 percent of total expenditures. Low-income households are also more likely to share a car among working age adults than higher income households.

Figure 1-4. Transit Travel Time to Georgetown (M street at Wisconsin Avenue) and Equity Emphasis Areas



In addition, residents of Equity Emphasis Areas in the District are less likely to own a car compared to the population of the District as a whole.<sup>19</sup> As a result, improving transit access to jobs or education can open up opportunities for low-income people.

As an example, the opening of the Silver Line in 2014 gave residents from the eastern side of the region more convenient access to jobs in Tysons. An analysis of passenger flows conducted in September 2014 found that 14 percent of riders exiting at the new Silver Line

<sup>19</sup> 2019 American Community Survey.

stations entered the system at the 20 Metrorail stations east of the Anacostia River in the District or in Prince George's County, Maryland.<sup>20</sup>

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

Transportation is a significant contributor to greenhouse gas (GHG) emissions. According to the U.S. Environmental Protection Agency, transportation accounted for 29 percent of GHG emissions in the United States in 2019.<sup>21</sup> The majority of these emissions are the result of internal combustion engine, with automobiles generating half of the emissions from the transportation sector. Therefore, a key element of any strategy to limit GHG emissions is shifting travel away from auto modes to other modes, such as transit, that are either electrified or result in fewer emissions per trip, or to walking and biking.

The District of Columbia is committed to reducing GHG emissions by 50 percent below 2006 levels by 2032 and 80 percent below 2006 levels by 2050.<sup>22</sup> In the District, 21 percent of GHG emissions in 2016 came from the transportation sector.<sup>23</sup> Therefore, the *Sustainable DC 2.0* plan has set a target of reducing GHG emissions from transportation by 60 percent in part by increasing the use of public transit for commuter trips to 50 percent in all wards and reducing commuter trips made by car to 25 percent. Based on the surveys referenced above, there is a need to reduce auto commuter trips and increase transit commuter trips to and from Georgetown to enable the District to meet its overall GHG reduction goals.

## 1.6 Public and Agency Input

During development of the Purpose and Need, public input was solicited through a MetroQuest online questionnaire. The questionnaire was posted from September 8 through October 7, 2021. Input received through the questionnaire is presented in **Appendix B**.

The following agencies and organizations were invited to a briefing on the study on August 5, 2021:

- Advisory Neighborhood Commission 2E
- Arlington County Department of Environmental Services
- Commission of Fine Arts

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<sup>20</sup> Paul Duggan, "From Anacostia to Tysons: Many ride Silver Line long and far to jobs in Virginia," *Washington Post*, November 16, 2014. Accessed from [https://www.washingtonpost.com/local/trafficandcommuting/from-anacostia-to-tysons-many-ride-silver-line-long-and-far-to-jobs-in-virginia/2014/11/16/79932d0c-5f92-11e4-8b9e-2ccdac31a031\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/from-anacostia-to-tysons-many-ride-silver-line-long-and-far-to-jobs-in-virginia/2014/11/16/79932d0c-5f92-11e4-8b9e-2ccdac31a031_story.html) on January 6, 2022.

<sup>21</sup> USEPA, "Transportation Sector Emissions." Accessed from <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions#transportation> on January 6, 2022.

<sup>22</sup> District Department of Energy and Environment, "Climate Action Planning." Accessed from <https://doee.dc.gov/service/climate-action-planning> on January 6, 2022.

<sup>23</sup> District of Columbia, Sustainable DC 2.0 Plan. Accessed from <https://sustainable.dc.gov/sdc2> on January 6, 2022.



- District of Columbia Historic Preservation Office
- National Park Service
- Rosslyn BID
- Washington Metropolitan Area Transit Authority

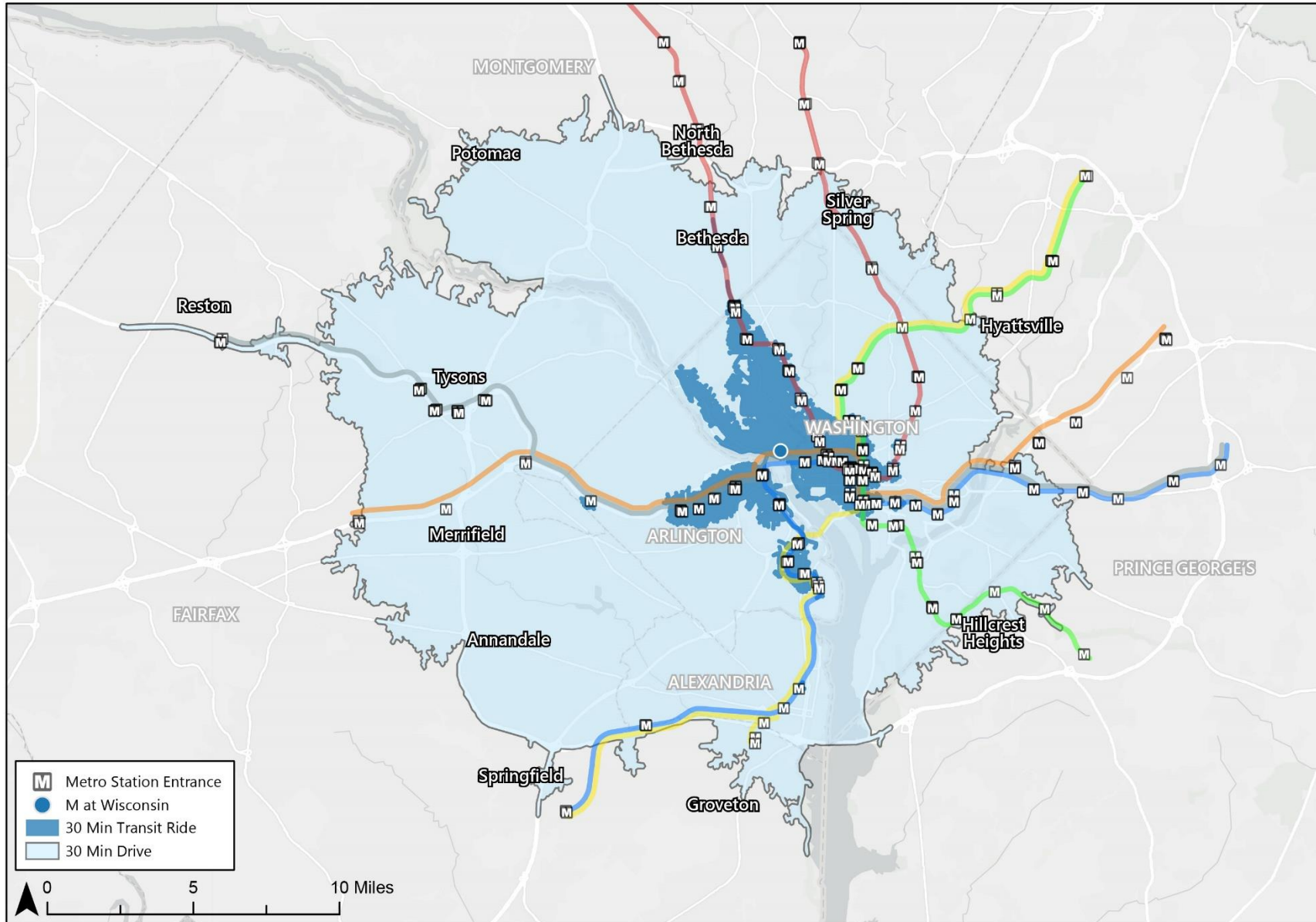
The briefing and meeting notes are included in **Appendix C**. No written comments were received following the briefing.

# Appendix A. Travel Time Maps

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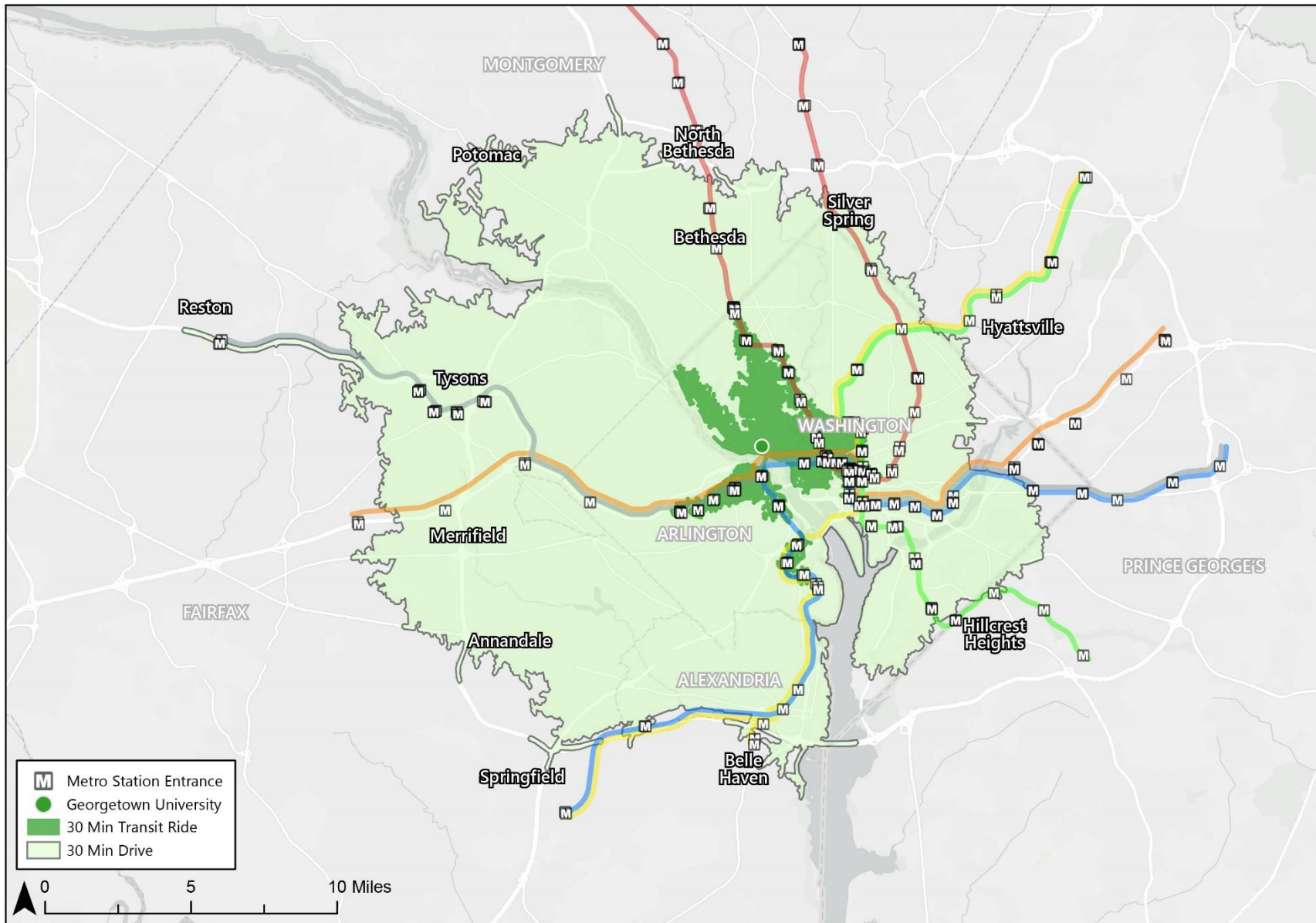
## Transit vs. Auto Travel Times

### Transit vs. Auto Travel Time to Georgetown (M street at Wisconsin Avenue)



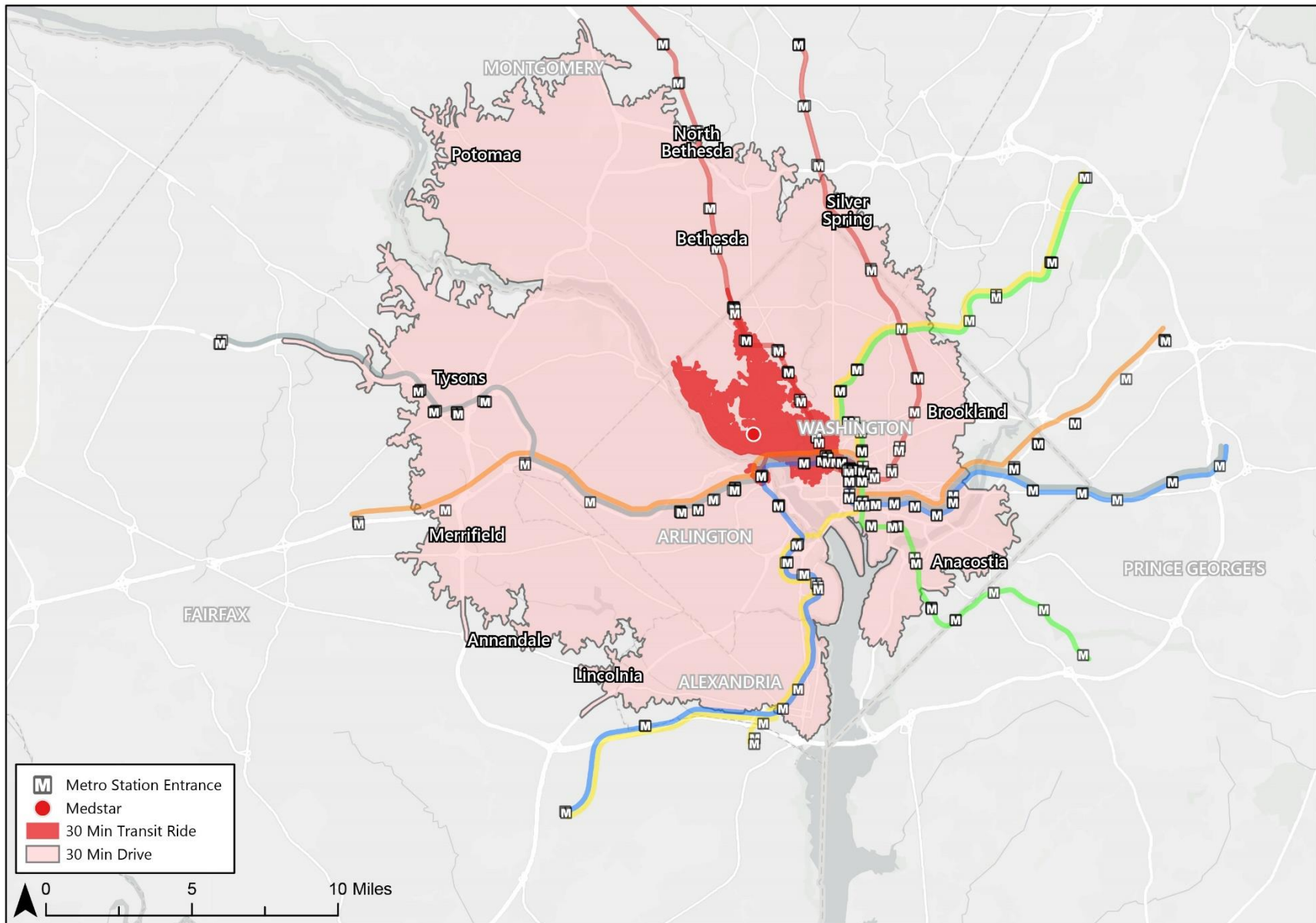
Source: WMATA and Circulator GTFS (Fall 2021); Esri, HERE

### Transit vs. Auto Travel Time to Georgetown University



Source: WMATA and Circulator GTFS (Fall 2021); Esri, HERE

### Transit vs. Auto Travel Time to Medstar

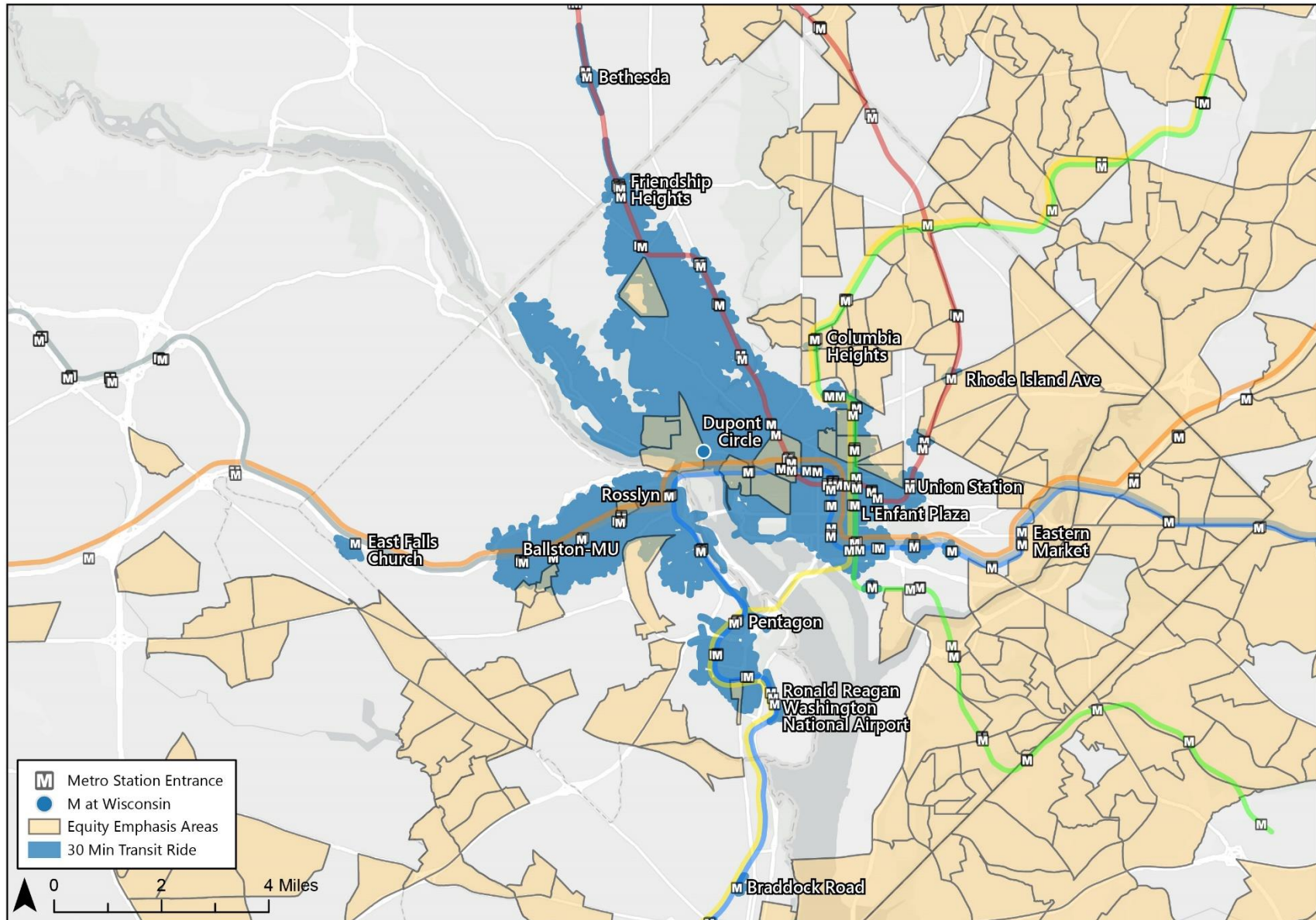


Source: WMATA and Circulator GTFS (Fall 2021); Esri, HERE

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## Transit Travel Times

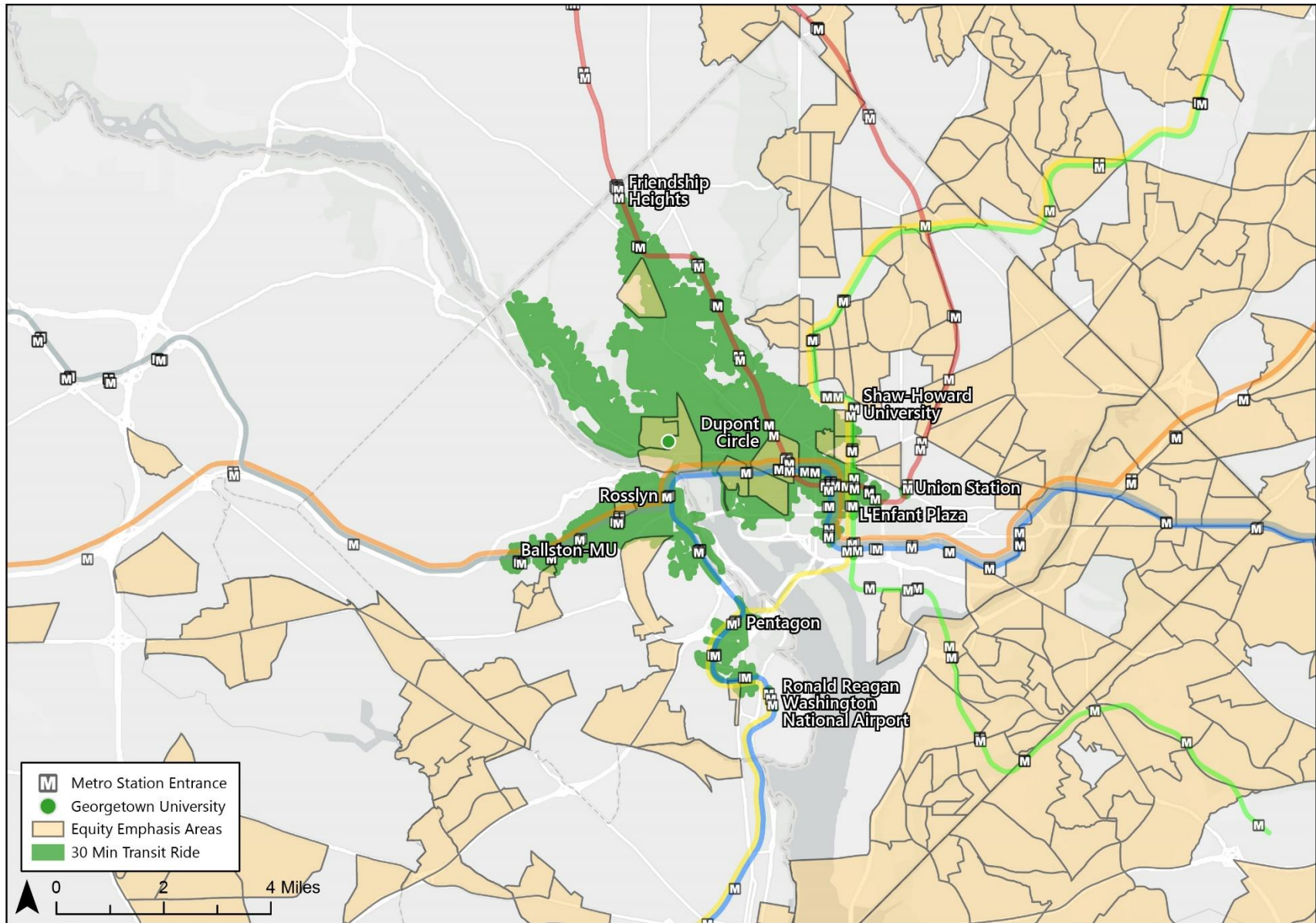
### Transit Travel Time to Georgetown (M street at Wisconsin Avenue) and Equity Emphasis Areas



Source: WMATA and Circulator GTFS (Fall 2021)

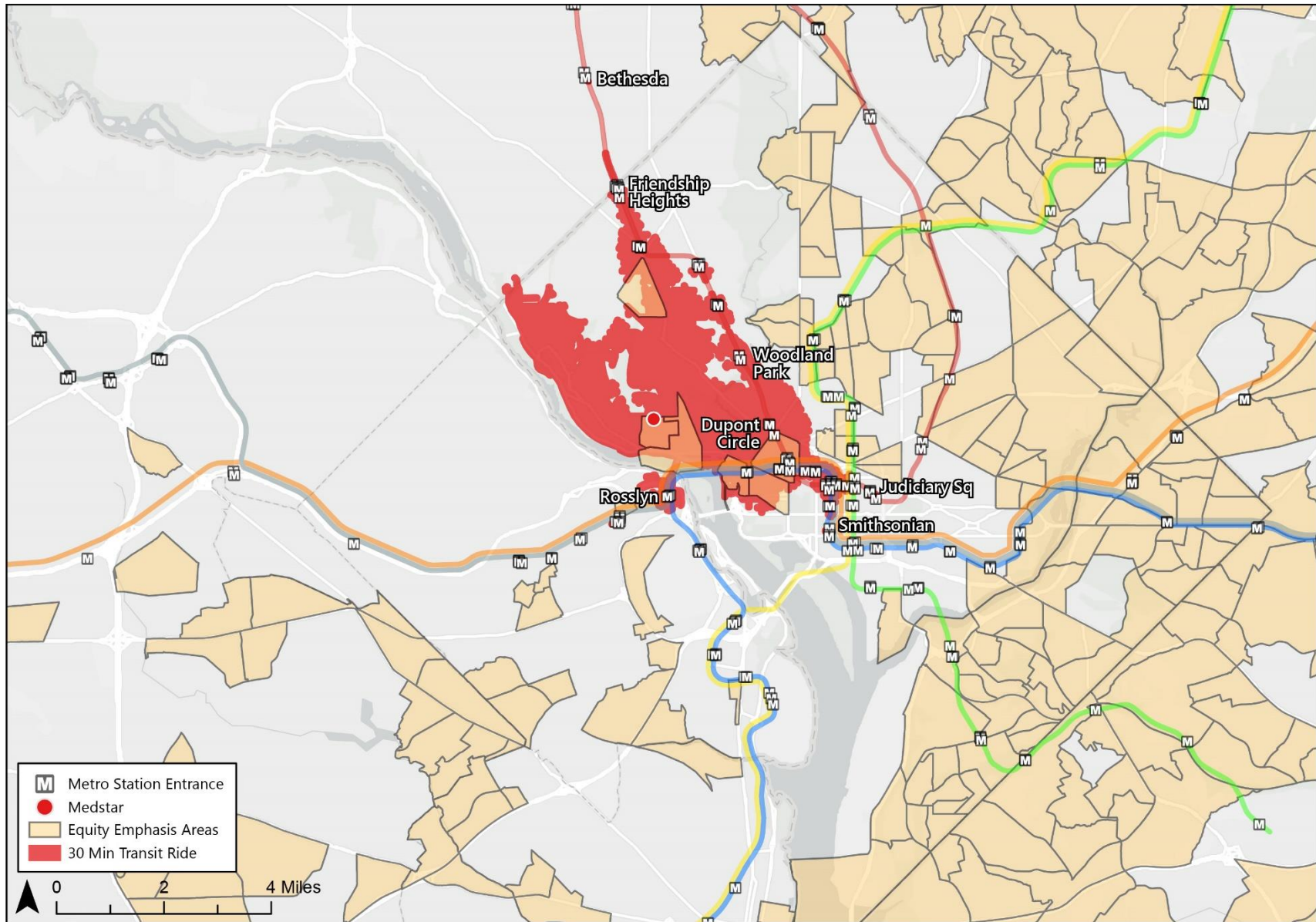


### Transit vs. Auto Travel Time to Georgetown University and Equity Emphasis Areas



Source: WMATA and Circulator GTFS (Fall 2021)

### Transit vs. Auto Travel Time to Medstar and Equity Emphasis Areas

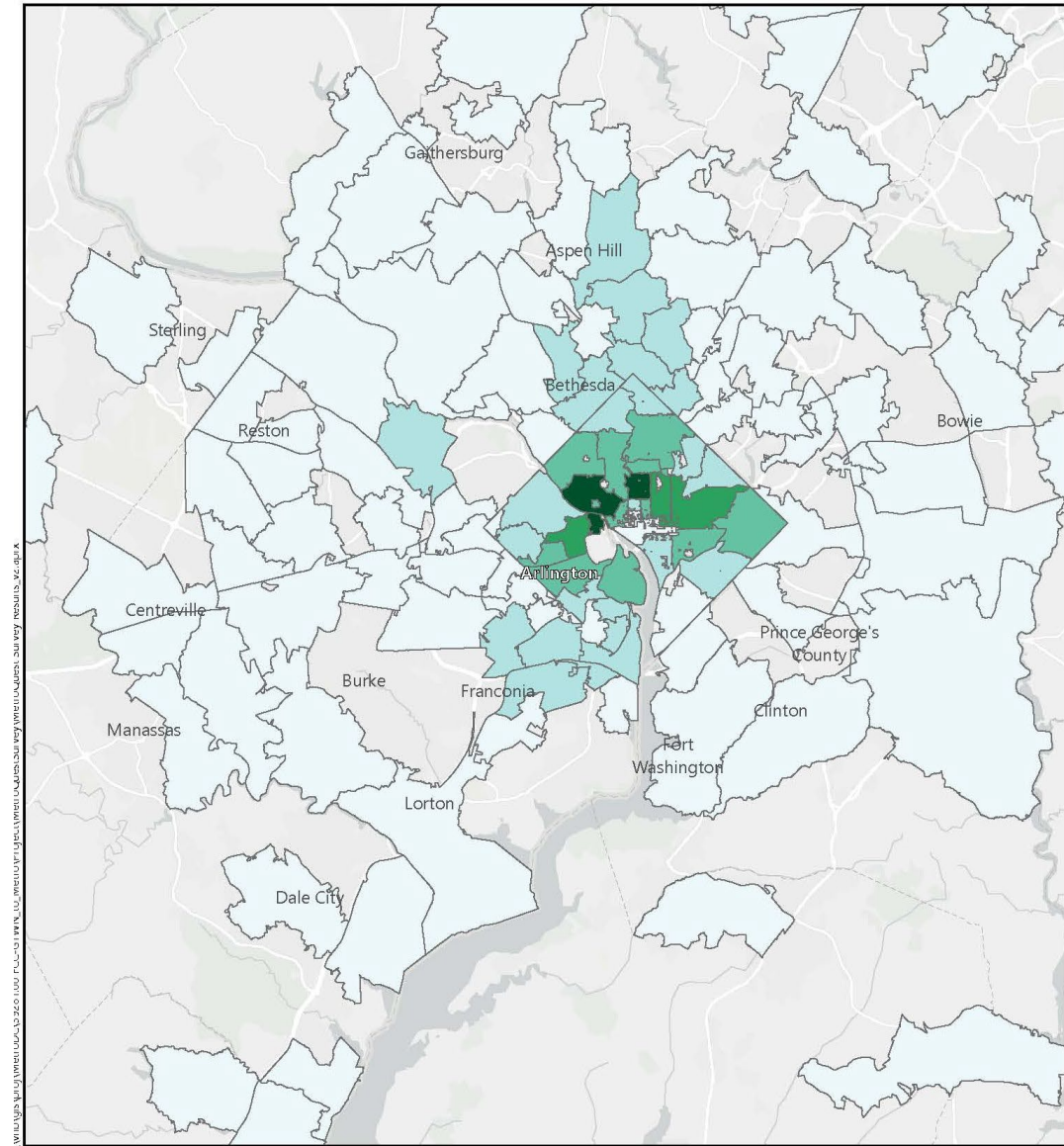


Source: WMATA and Circulator GTFS (Fall 2021)

# Appendix B. Public Input

# Overview

- 1,699 respondents (answered at least one question)
  - 1,695 English Questionnaires
  - 4 Spanish Questionnaires
- 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.



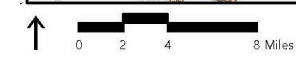
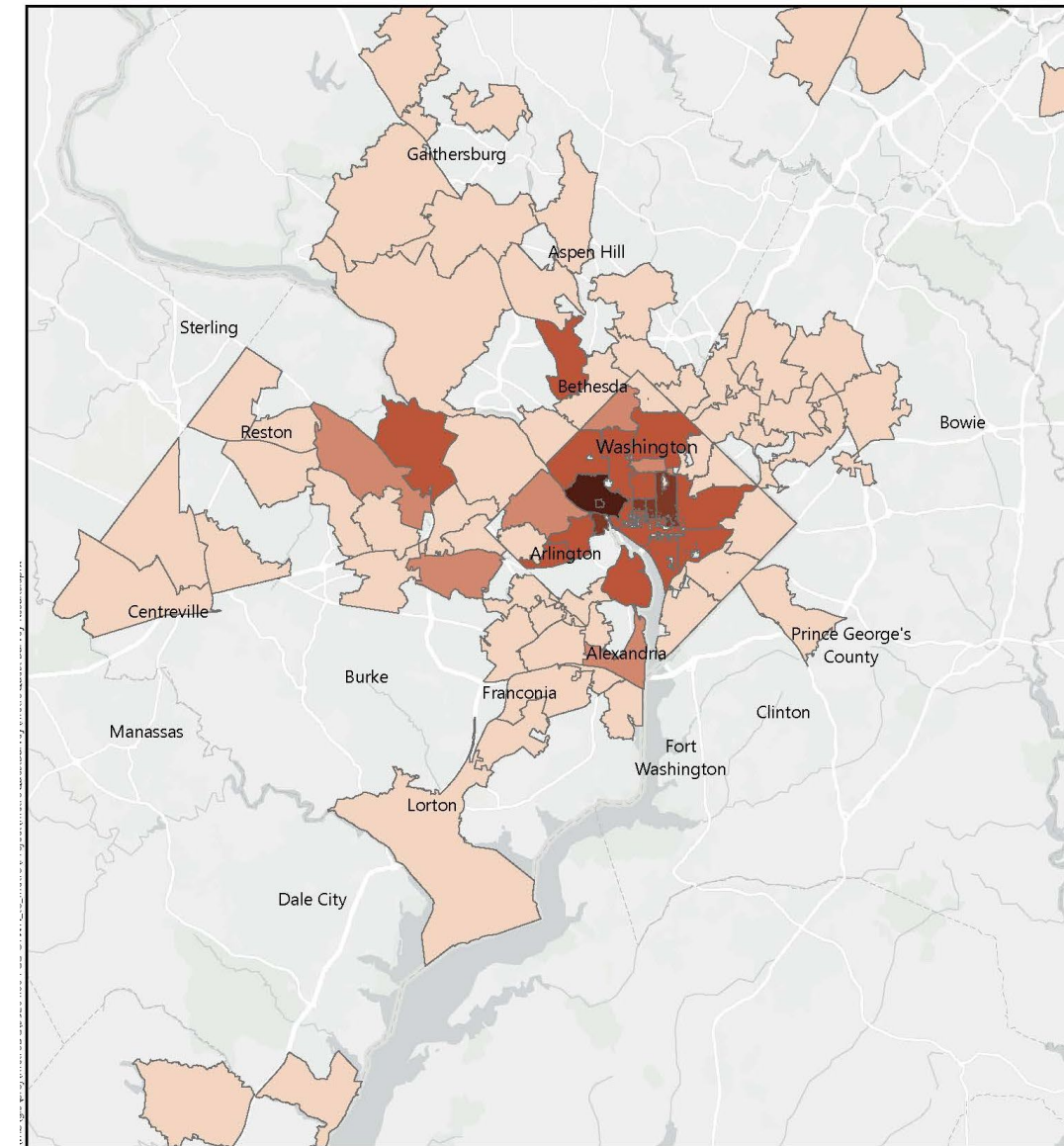
Number of Respondents

- 1 - 4 Respondents
- 5 - 25 Respondents
- 26 - 55 Respondents
- 56 - 100 Respondents
- 101 - 217 Respondents

Respondents' Zip Code of Residence

**MetroQuest Questionnaire Response by Zip Code of Residence**

Source: U.S. Census Bureau GIS, CC2DCA  
MetroQuest Survey



Number of Respondents

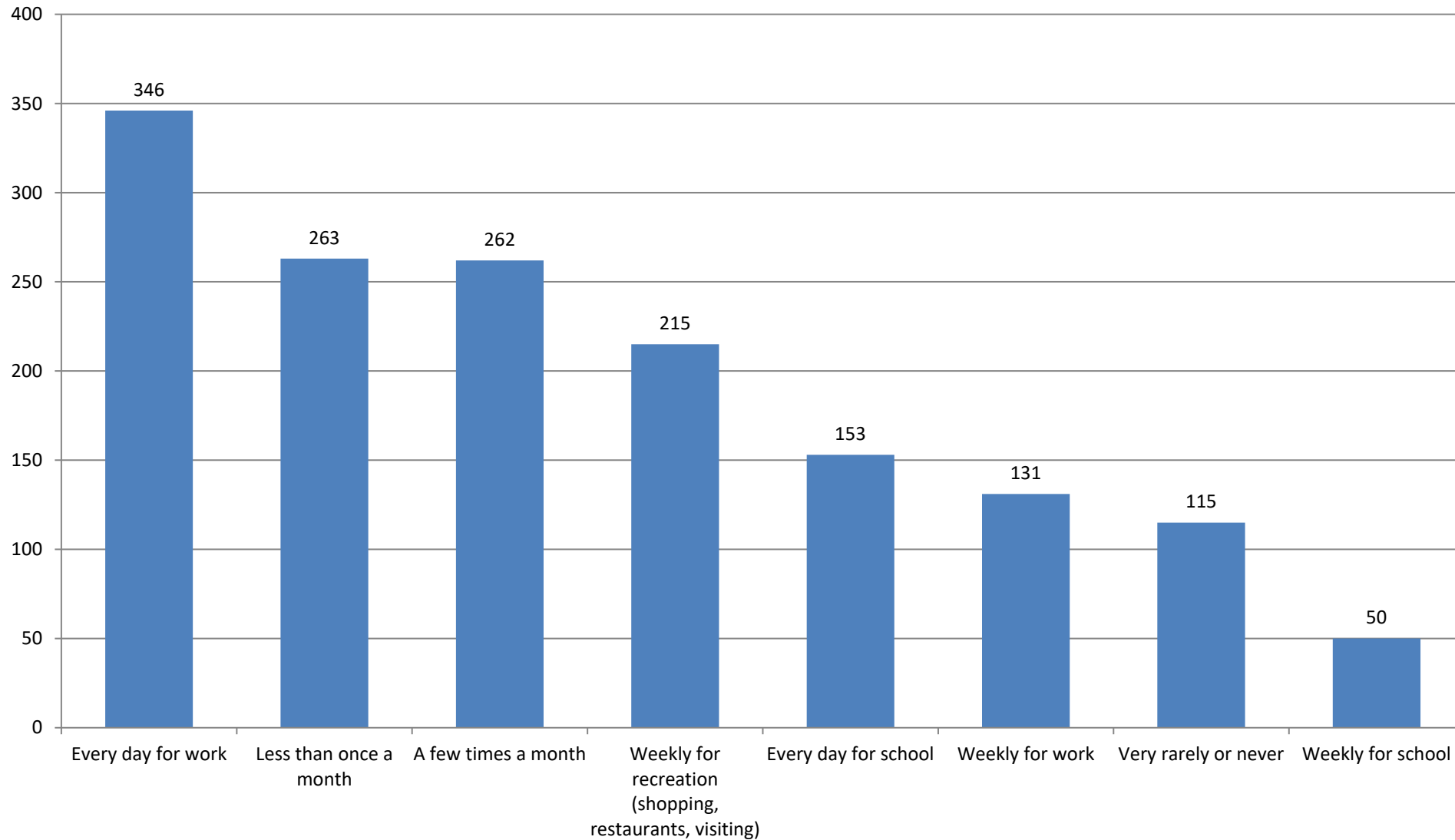
- 1 - 4 Respondents
- 5 - 10 Respondents
- 11 - 50 Respondents
- 51 - 100 Respondents
- 101 - 373 Respondents

Respondents' Zip Code of Workplace

**MetroQuest Questionnaire Response by Zip Code of Workplace**

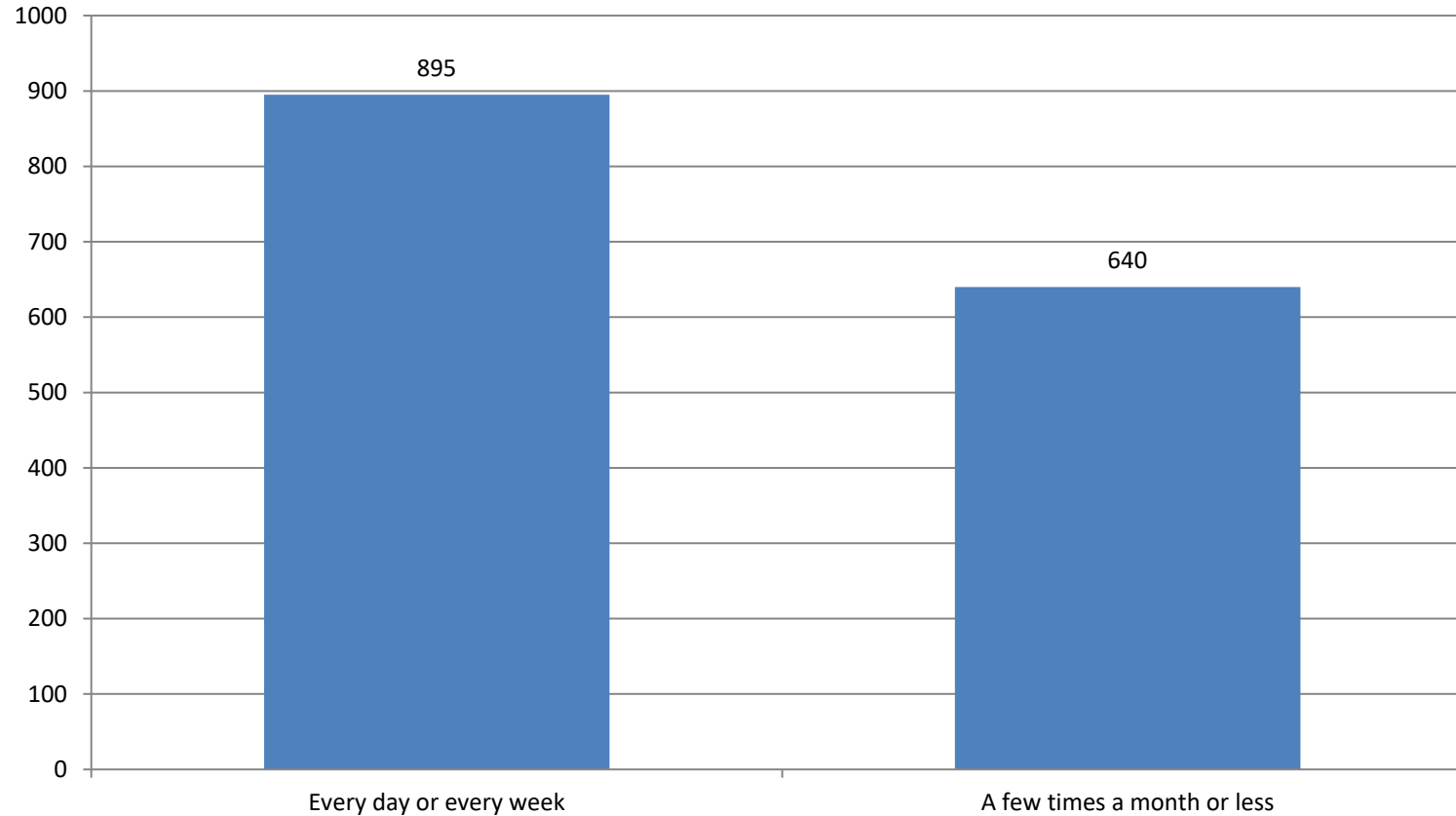
Source: U.S. Census Bureau GIS, CC2DCA  
MetroQuest Survey

# How often do you travel to/from Georgetown?



N = 1535 respondents ( 92 "Not applicable, I live in Georgetown" excluded)

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N = 1535 respondents ( 92 "Not applicable, I live in Georgetown" excluded)

## How often do you travel to/from Georgetown?

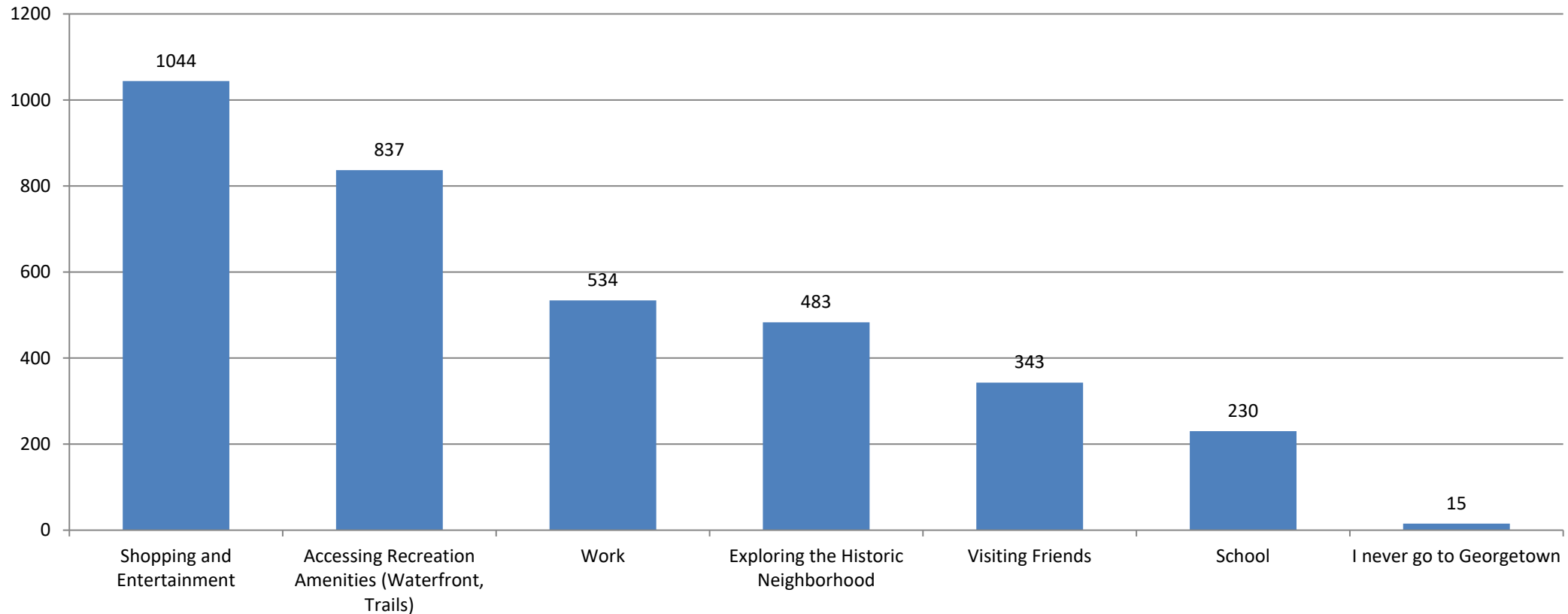
Mode	Number of Respondents	% of Respondents	Number of W7/8 Respondents	%
Every day for work	346	23%	3	7%
Less than once a month	263	17%	14	30%
A few times a month	262	17%	11	24%
Weekly for recreation	215	14%	6	13%
Every day for school	153	10%	2	4%
Weekly for work	131	9%	2	4%
Very rarely or never	115	8%	8	17%
Weekly for school	50	3%	1	2%

N = 1531 respondents

N = 46 respondents



# If you don't live in Georgetown, for what reasons do you typically travel to the neighborhood?



N = 1411 respondents (Multiple answers possible)

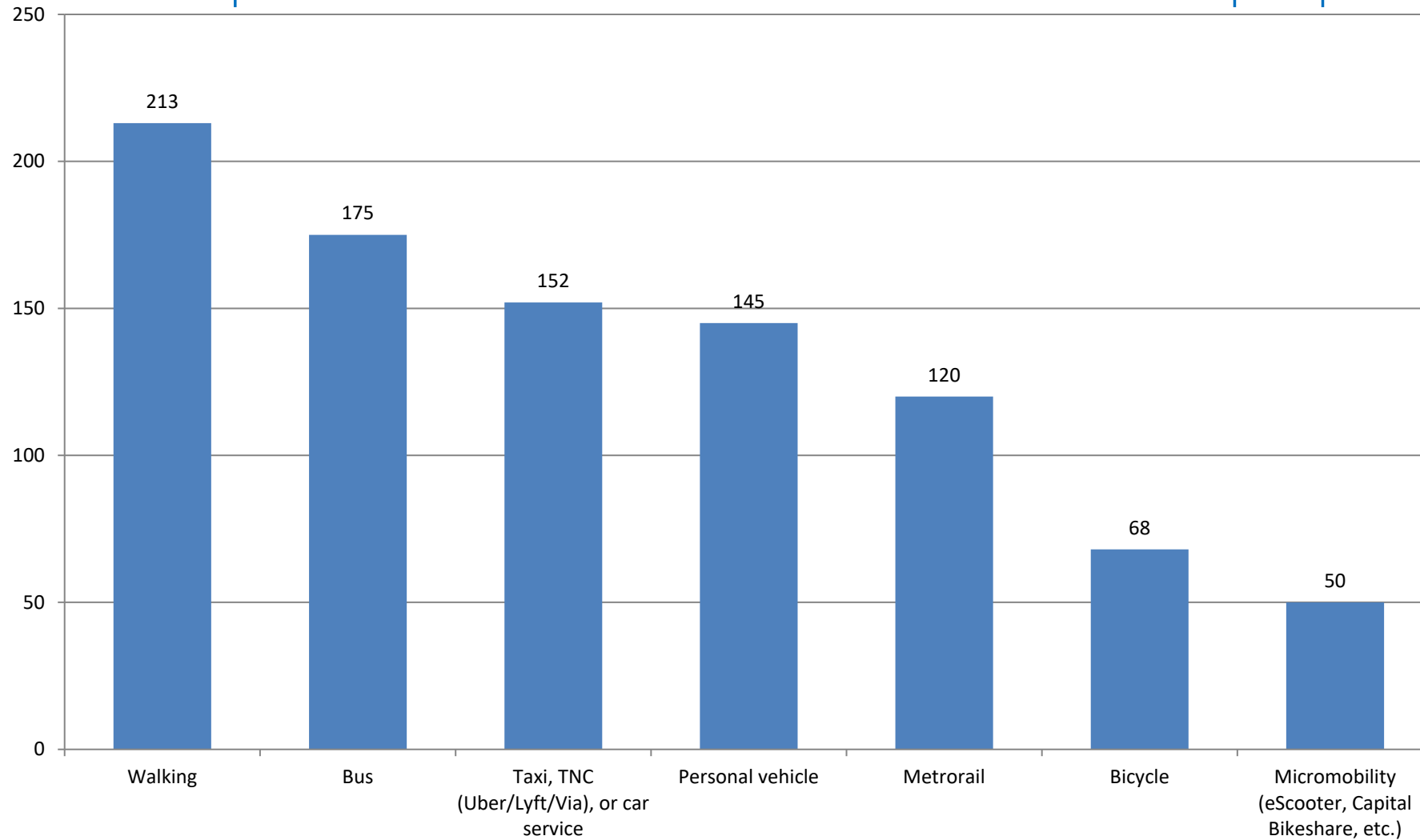
# If you don't live in Georgetown, for what reasons do you typically travel to the neighborhood?

Mode	Number of Respondents	% of Respondents	Number of W7/8 Respondents	%
Shopping and Entertainment	1044	74%	39	81%
Accessing Recreation Amenities (Waterfront, Trails)	837	59%	33	69%
Work	534	38%	6	13%
Exploring the Historic Neighborhood	483	34%	14	29%
Visiting Friends	343	24%	7	15%
School	230	16%	4	8%
I never go to Georgetown	15	1%	2	4%

N = 1411 respondents

N = 48 respondents

If you live in Georgetown, how do you most often travel to other parts of the DC area for work or other purposes?



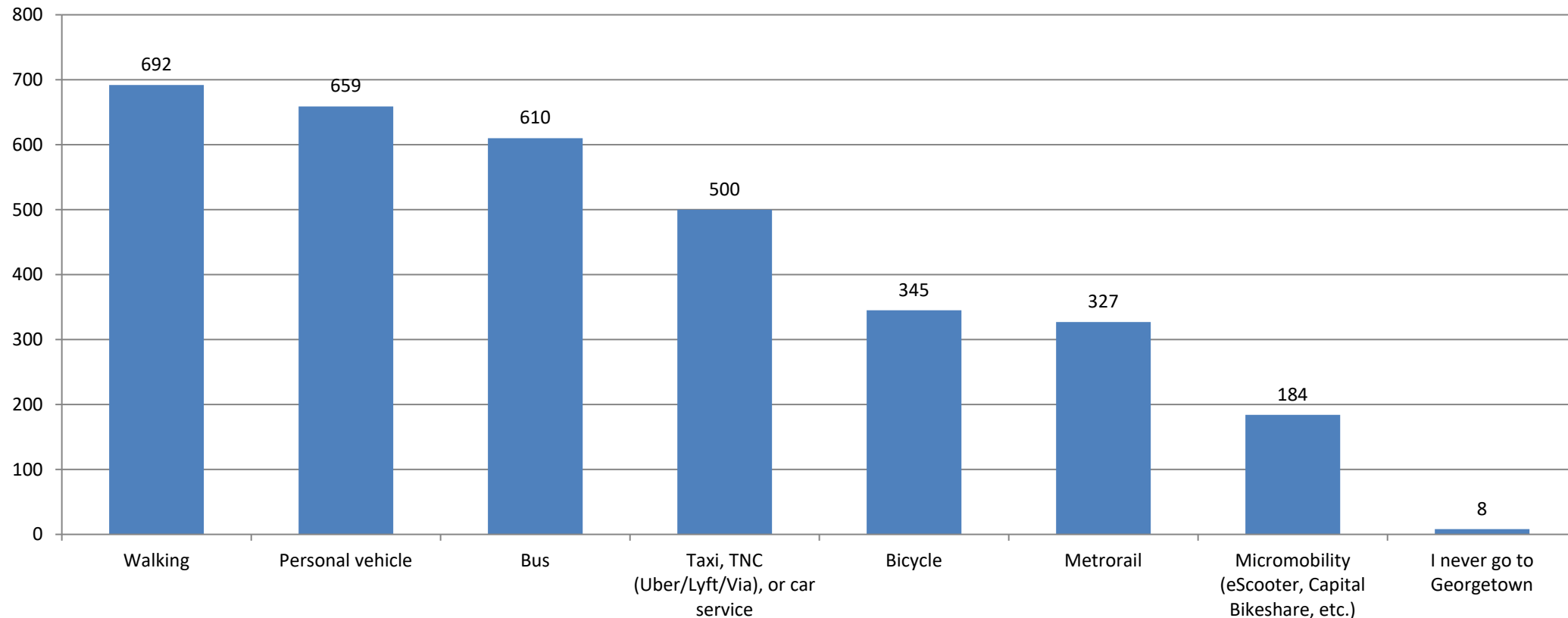
N = 321 respondents (1042 "Not applicable, I don't live in Georgetown" excluded; multiple responses possible)

If you live in Georgetown, how do you most often travel to other parts of the DC area for work or other purposes?

Mode	Number of Respondents	% of Respondents
Walking	213	66%
Bus	175	55%
Taxi etc.	152	47%
Personal vehicle	145	45%
Metrorail	120	37%
Bicycle	68	21%
Micromobility	50	16%

N= 321 Respondents

# If you don't live in Georgetown, how do you most often travel to Georgetown for work or other purposes?



N = 1363 respondents (67 "Not applicable, I live in Georgetown" excluded; multiple responses possible)

If you don't live in Georgetown, how do you most often travel to Georgetown for work or other purposes?

	Number of Respondents	% of Respondents	Number of W7/8 Respondents	%
Walking	692	51%	12	25%
Personal vehicle	659	48%	34	71%
Bus	610	45%	14	29%
Taxi etc.	500	37%	14	29%
Bicycle	345	25%	9	19%
Metrorail	327	24%	18	38%
Micromobility	184	13%	6	13%
Never go to Georgetown	8	<1%	1	2%

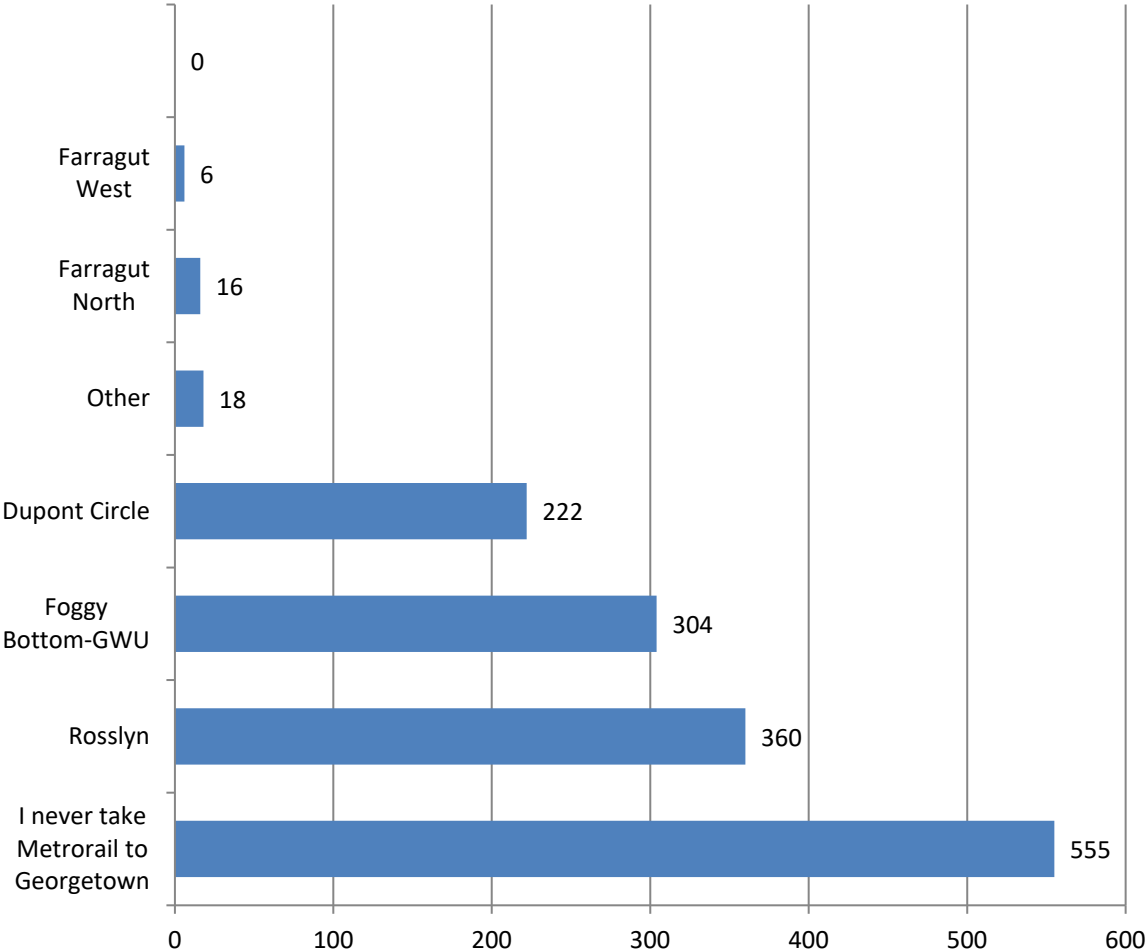
N= 1363 Respondents

N= 48 Respondents

How do you most often travel to Georgetown for work or other purposes:  
Comparison between Georgetown residents and non-residents

Rank	Among Georgetown Residents	Among Non-Georgetown Residents	Among W7/8 Residents
1	Walking (66%)	Walking (51%)	Personal vehicle (71%)
2	Bus (55%)	Personal vehicle (48%)	Metrorail (38%)
3	Taxi etc. (47%)	Bus (45%)	Taxi etc. (29%)
4	Personal vehicle (45%)	Taxi etc. (37%)	Bus (29%)
5	Metrorail (37%)	Bicycle (25%)	Walking (25%)
6	Bicycle (21%)	Metrorail (24%)	Bicycle (19%)
7	Micromobility (16%)	Micromobility (13%)	Micromobility (13%)

# If you take Metrorail to travel to or from Georgetown, which station near Georgetown do you most often use?



N= 1481

Station	W7/8 Respondents
Foggy Bottom	26
Never take Metro	12
Rosslyn	4
Dupont	2
Other	1

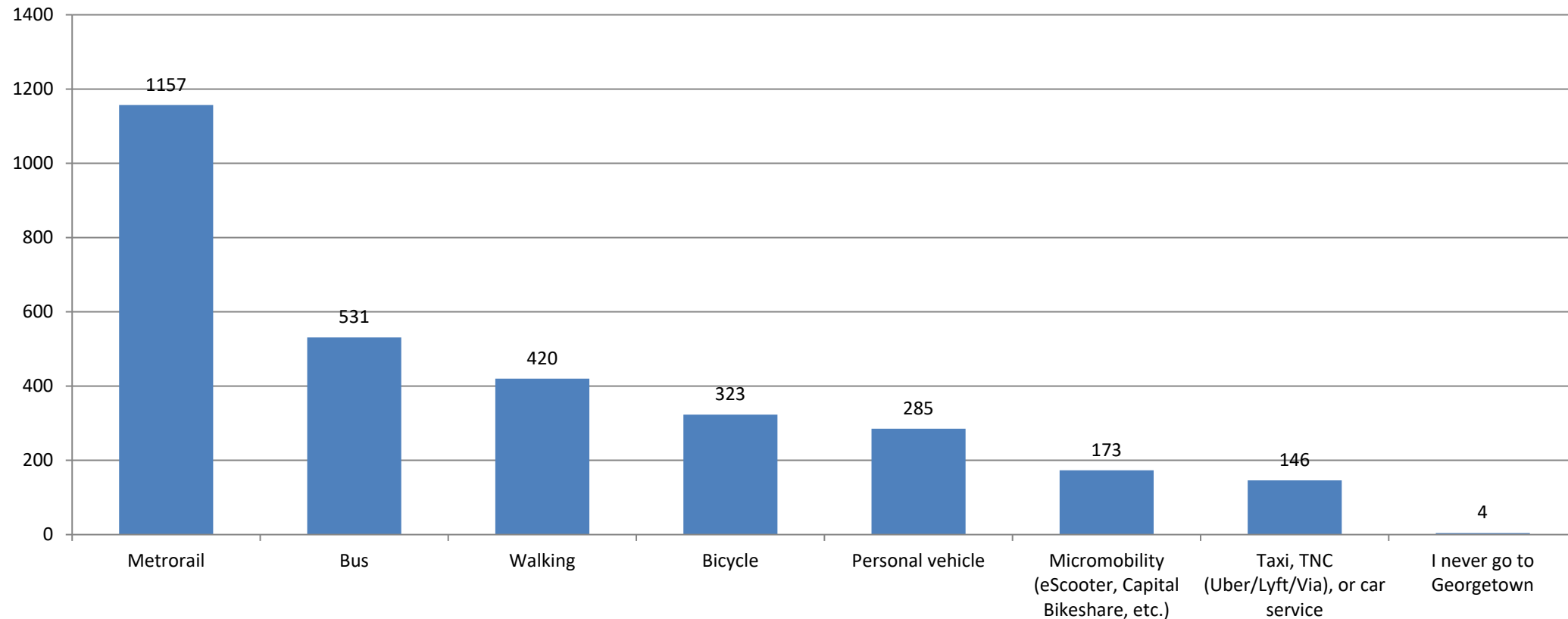


# Metro stations used by people who reported using Metrorail and listed a specific station

	Rosslyn	Foggy Bottom	Dupont	Other	Farragut N	Farragut W
Number of respondents	360	304	222	18	16	6
% of respondents	39%	33%	24%	2%	2%	< 1%

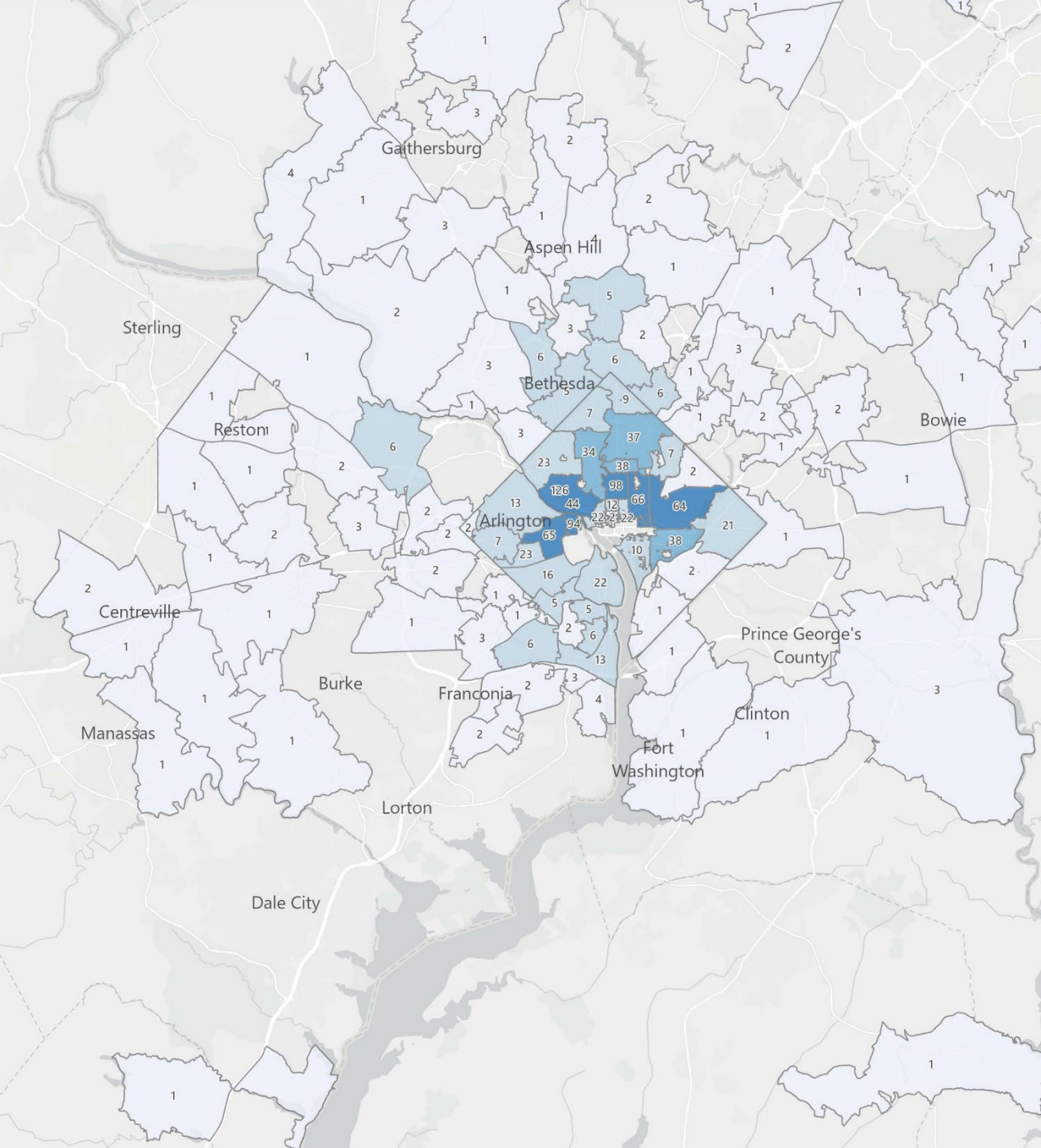
N= 926

# Regardless of the mode you use today, what mode would you prefer to use to access Georgetown?



N = 1570 respondents (Multiple responses possible)

# Zip Code of Residence of Respondents Who Included Metrorail in their Responses

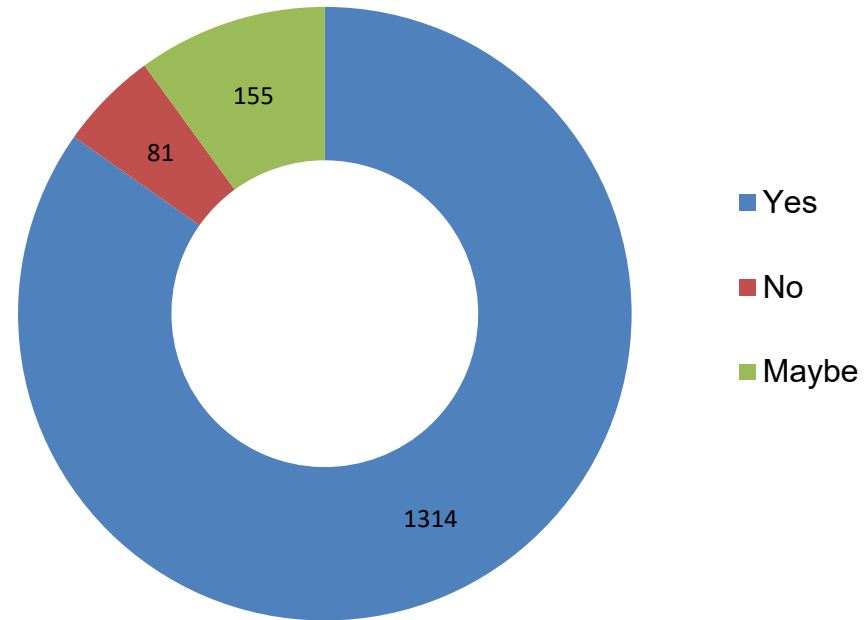


Regardless of the mode you use today, what mode would you prefer to use to access Georgetown?

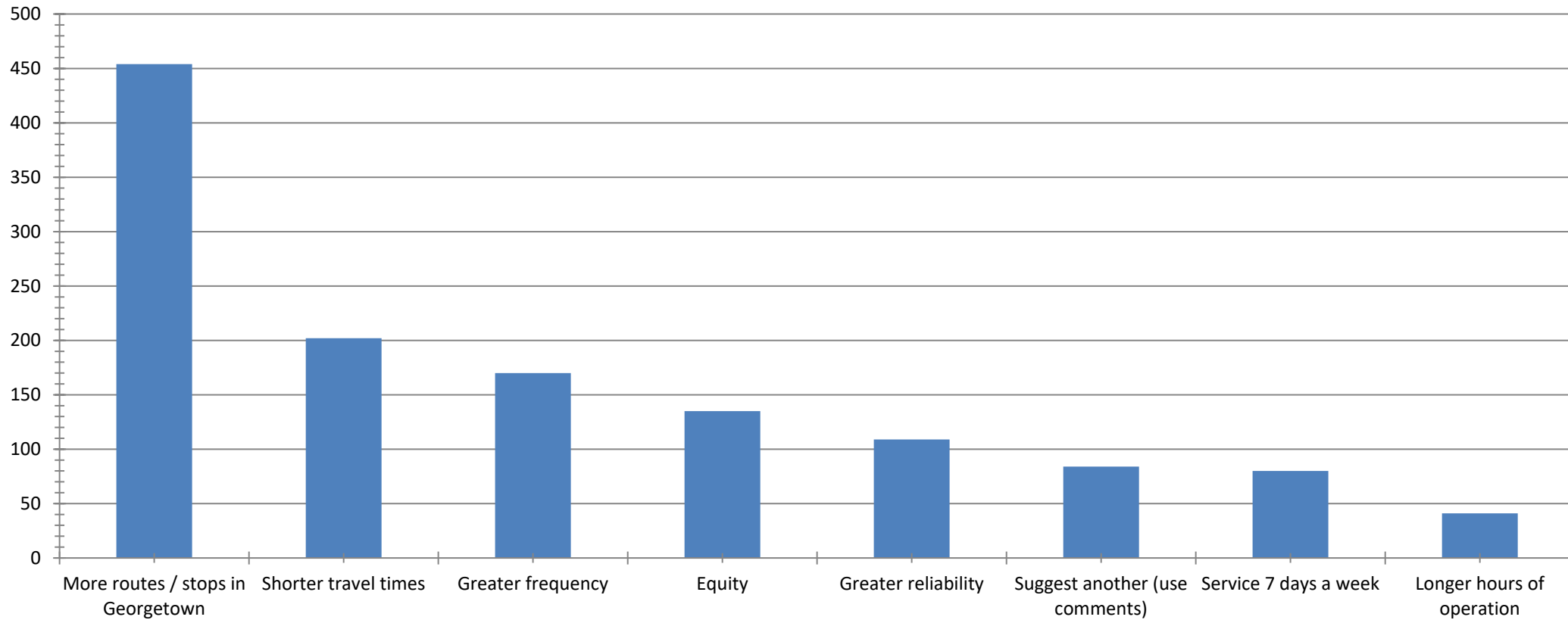
Mode	Number of Respondents	% of Respondents
Metrorail	1157	74%
Bus	531	34%
Walking	420	27%
Bicycle	323	21%
Personal vehicle	285	18%
Micromobility	173	11%
Taxi etc.	146	9%

N= 1570 Respondents

Would you use Metrorail to travel to/from Georgetown if it were easier?

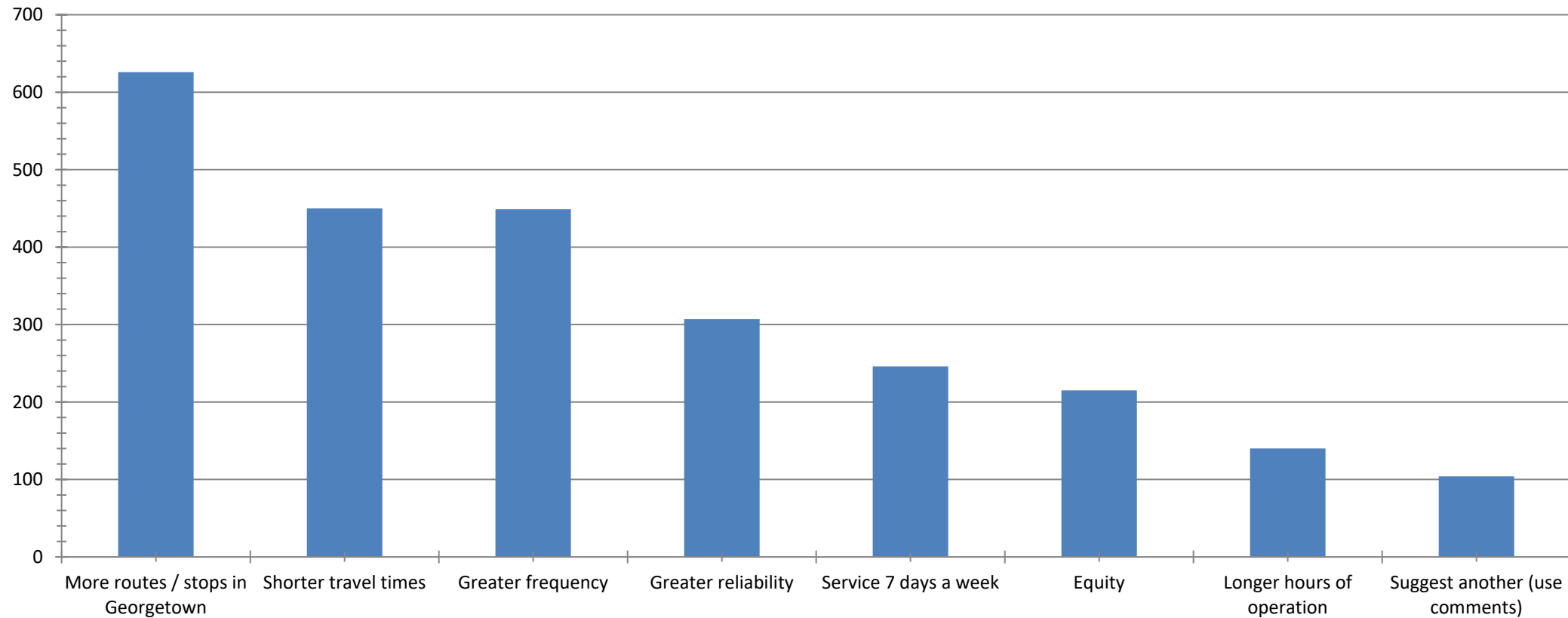


# Top Priority for Respondents who Provided a Ranking



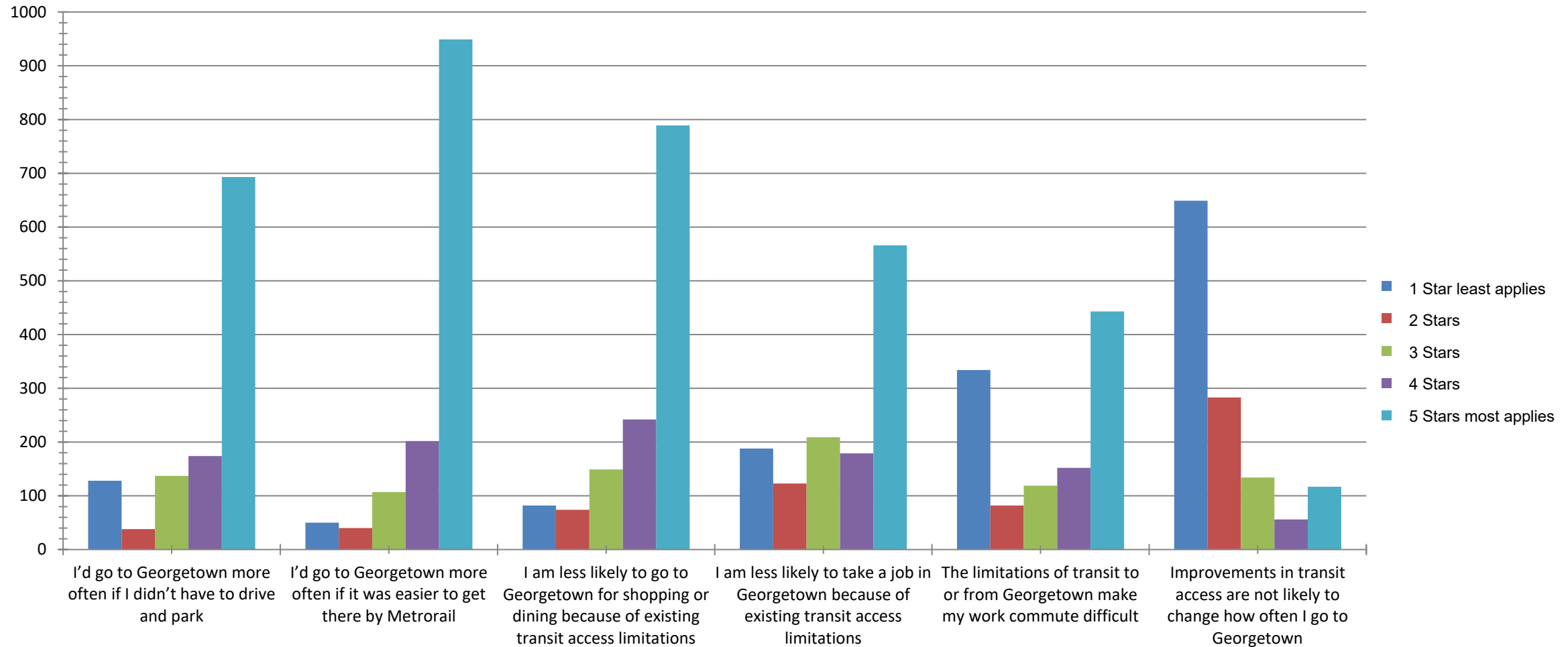
N= 1275 Respondents

# Top Two Priorities for Respondents who Provided a Ranking



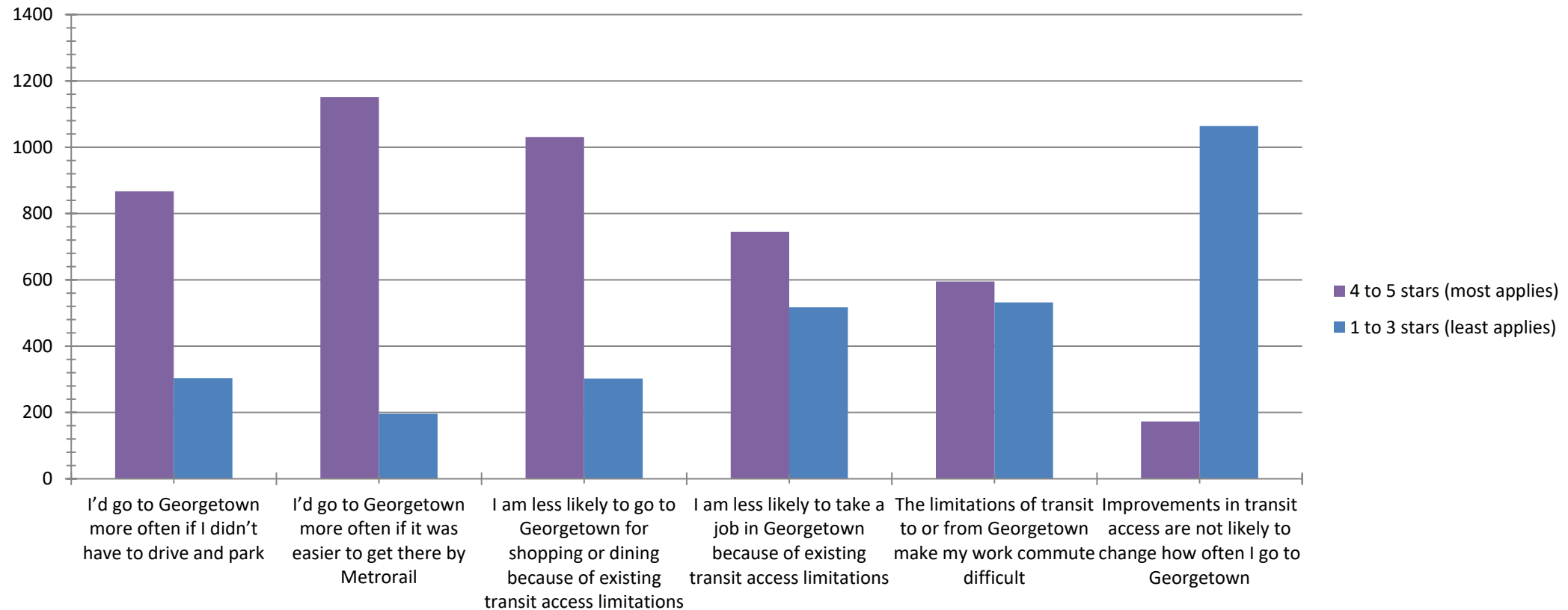
N= 1275 Respondents

# How well does each of the following statements apply to you?



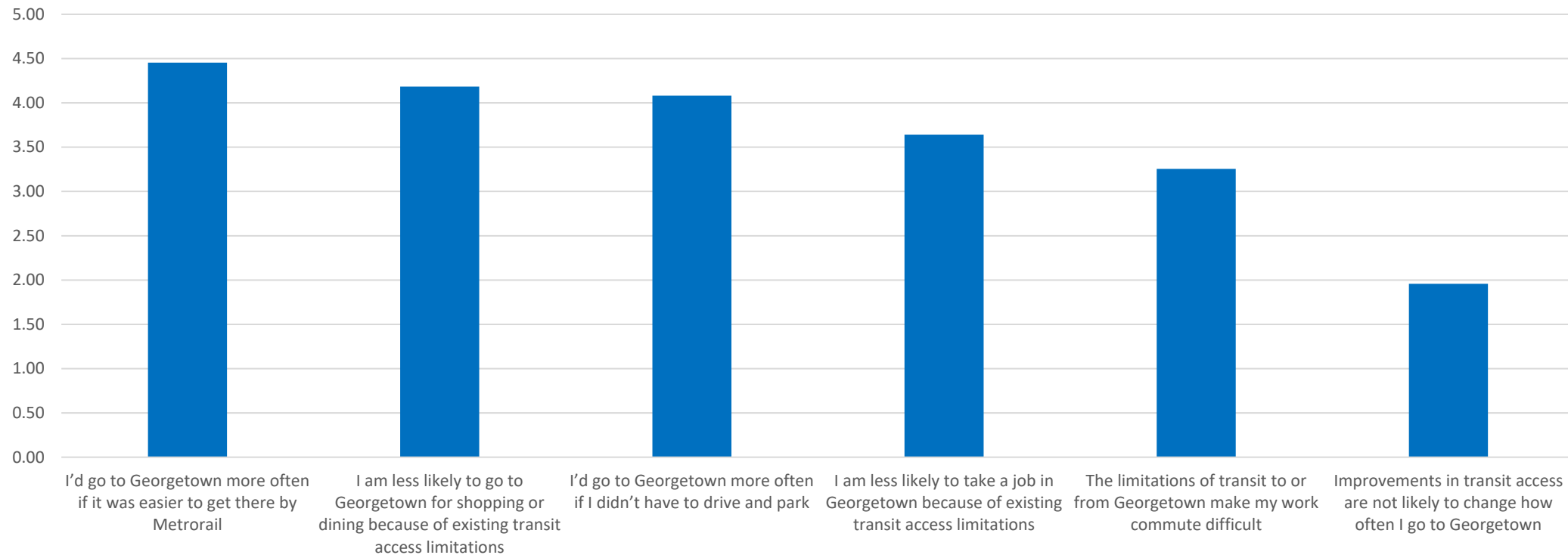


# How well does each of the following statements apply to you?

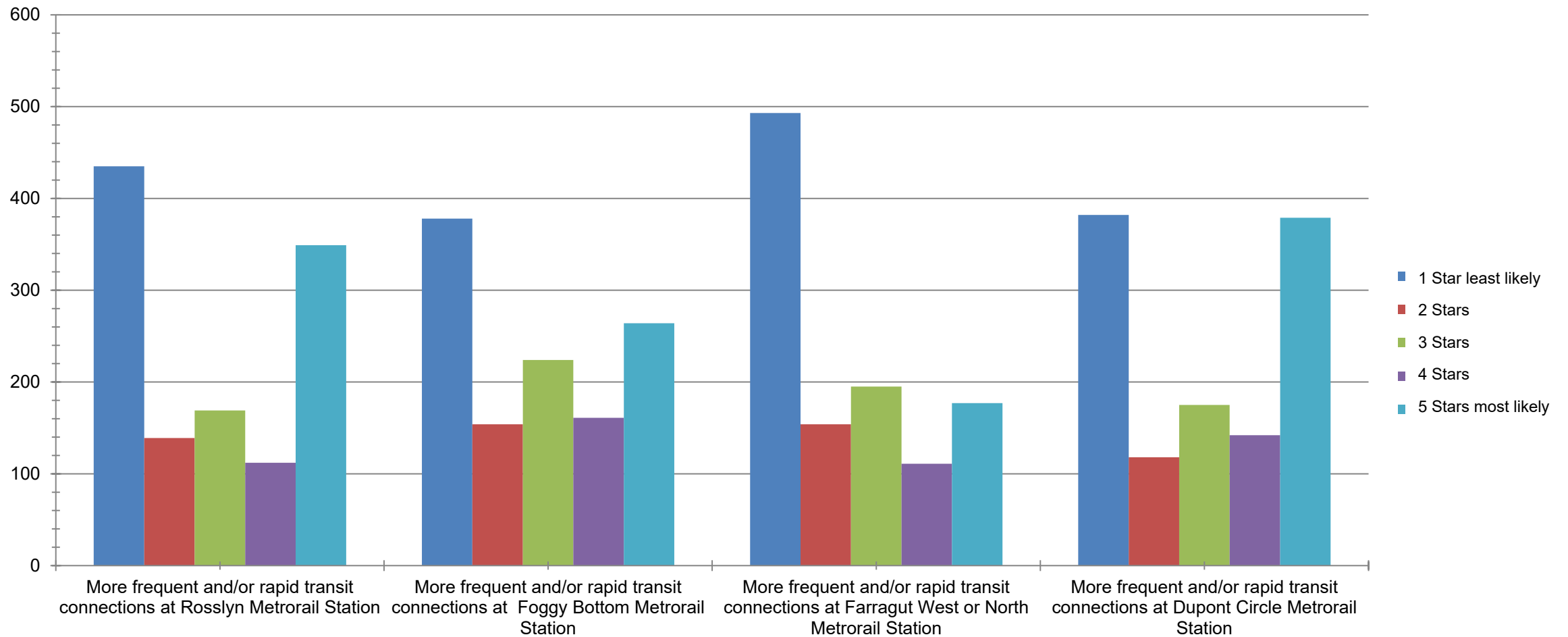


# How well does each of the following statements apply to you?

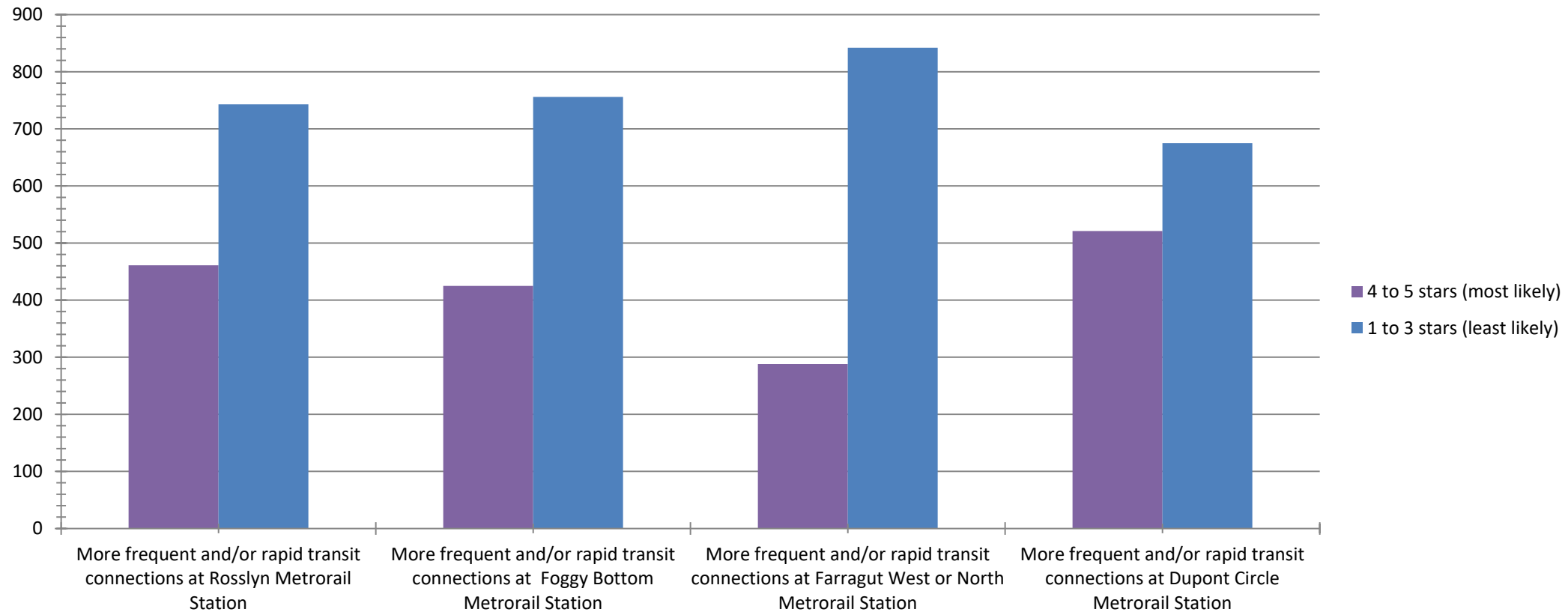
Average Rating of Each Statement



# How likely is each of the following potential changes to encourage you to use Metrorail to travel to or from Georgetown?

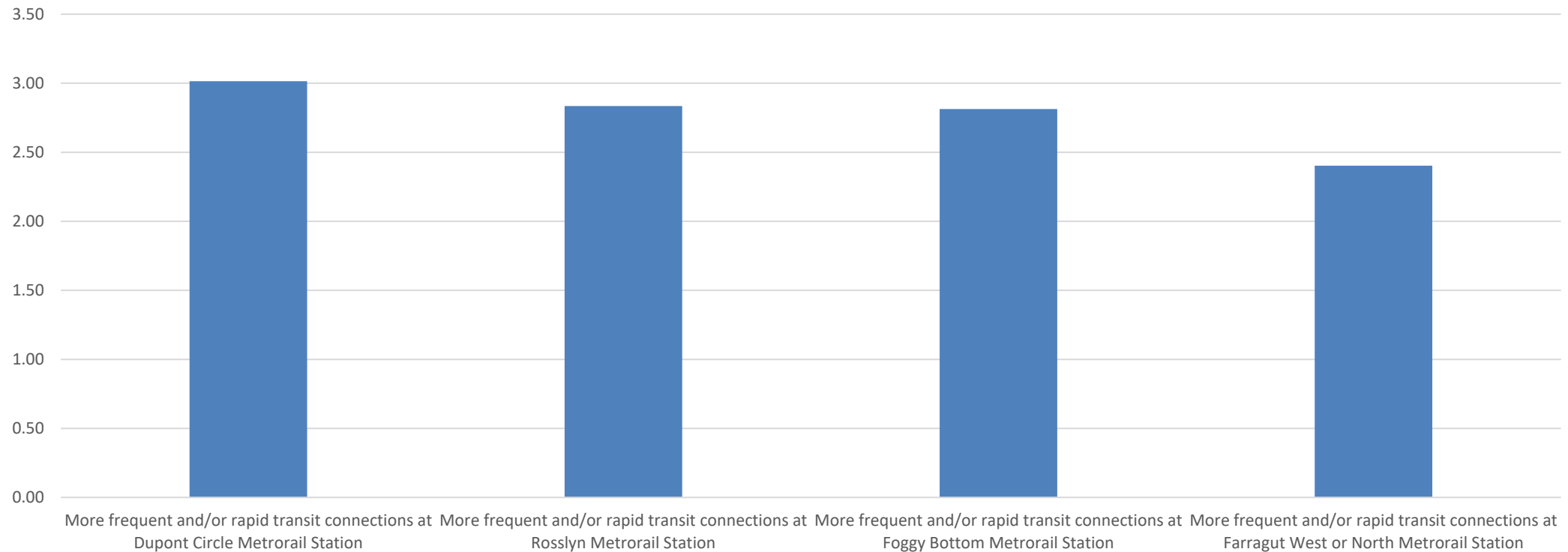


# How likely is each of the following potential changes to encourage you to use Metrorail to travel to or from Georgetown?

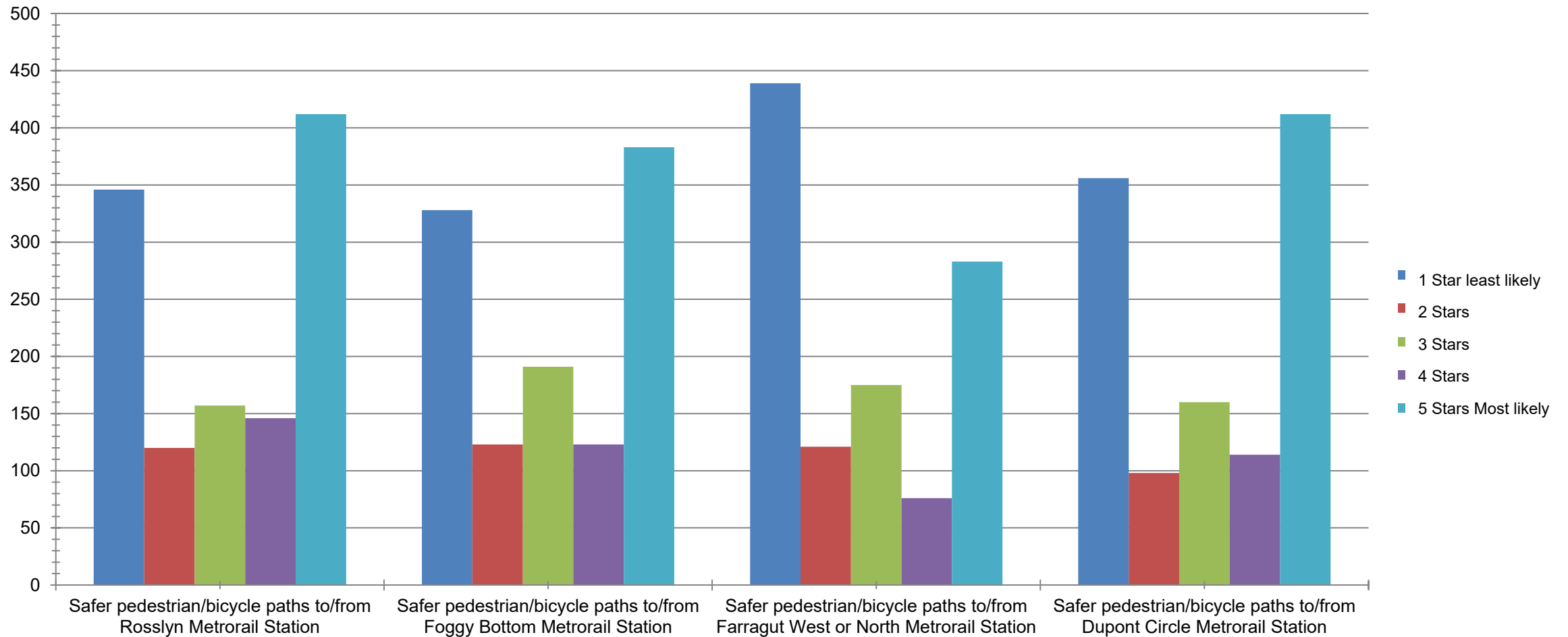


# How likely is each of the following potential changes to encourage you to use Metrorail to travel to or from Georgetown?

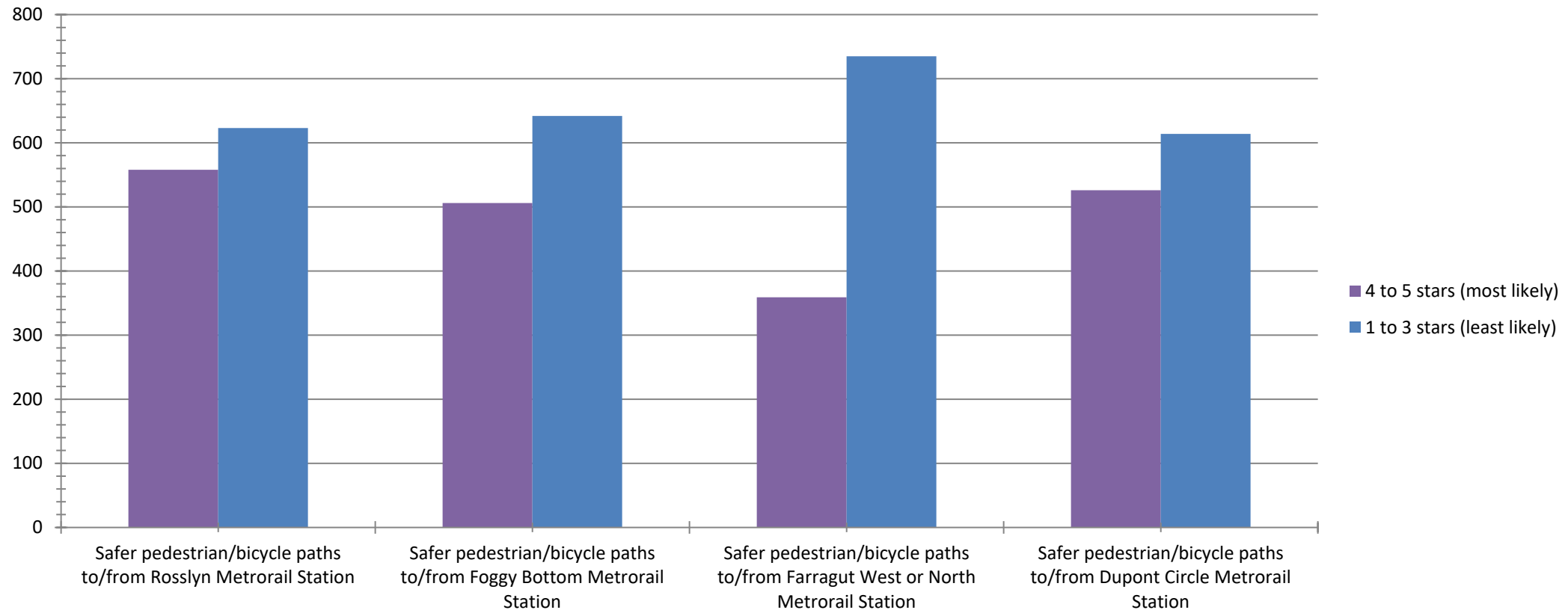
Average rating of each choice



# How likely is each of the following potential changes to encourage you to use Metrorail to travel to or from Georgetown?

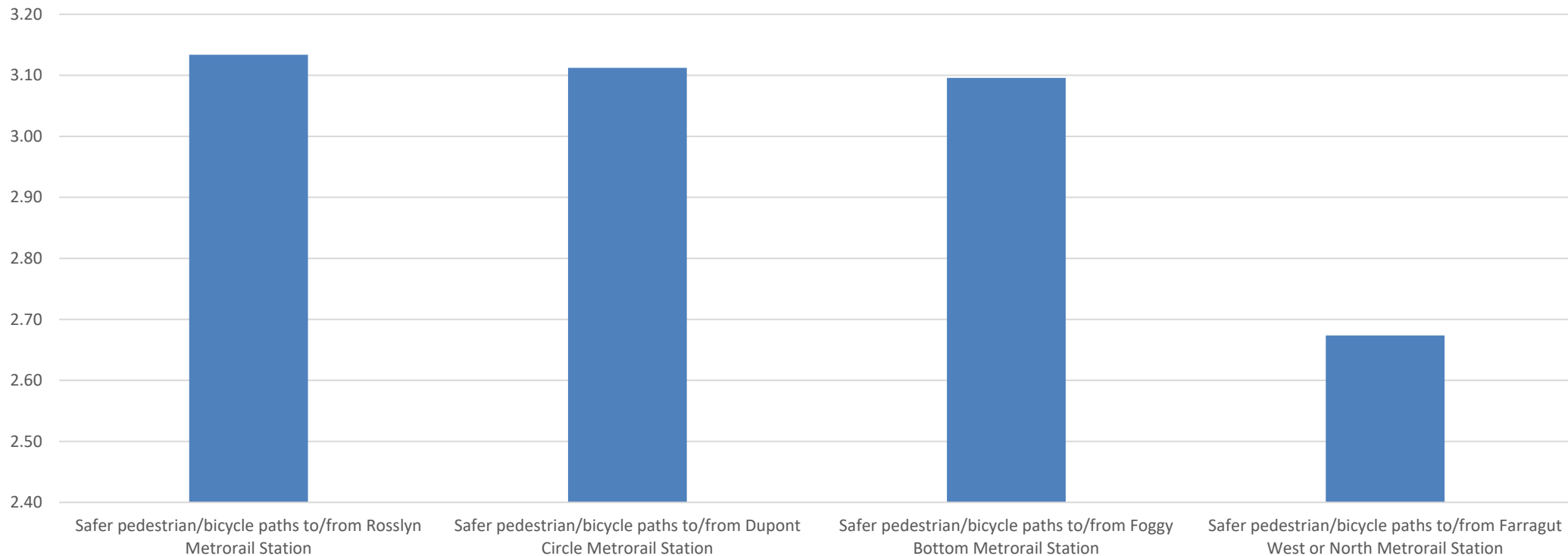


# How likely is each of the following potential changes to encourage you to use Metrorail to travel to or from Georgetown?



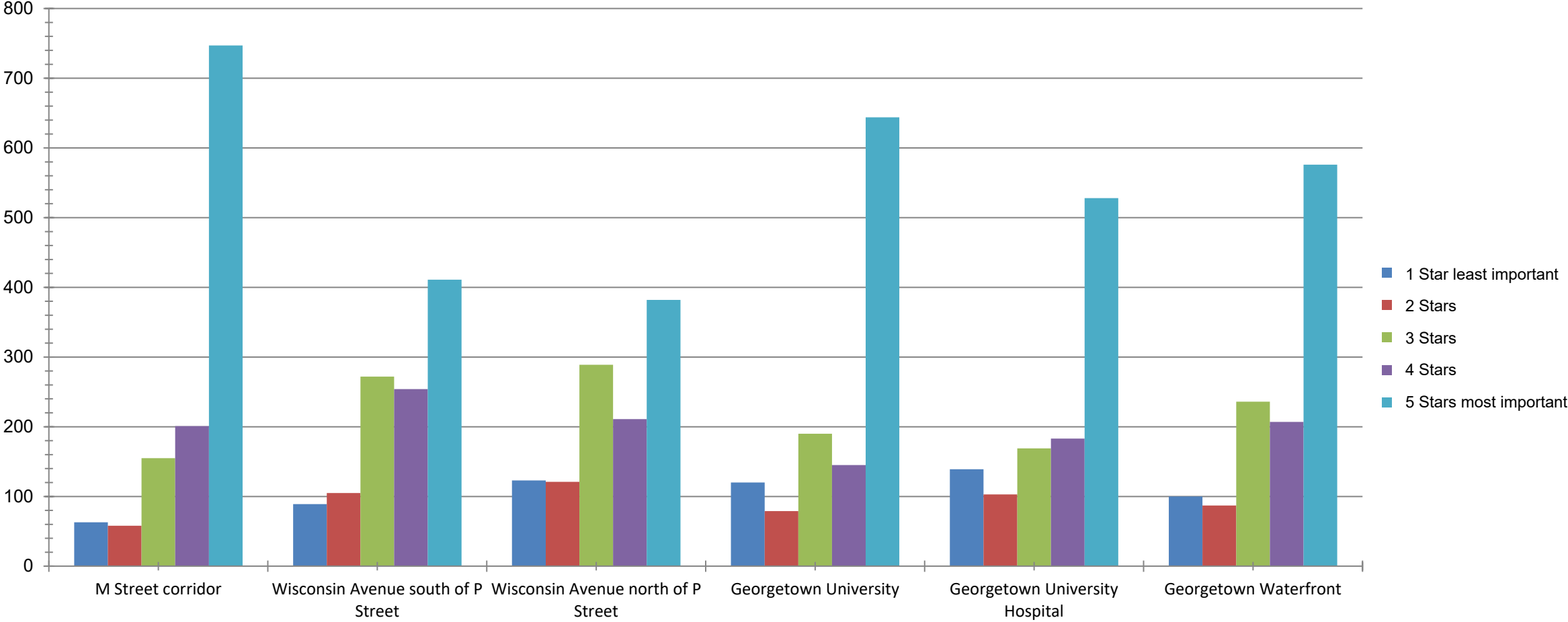
How likely is each of the following potential changes to encourage you to use Metrorail to travel to or from Georgetown?

Average rating of each choice

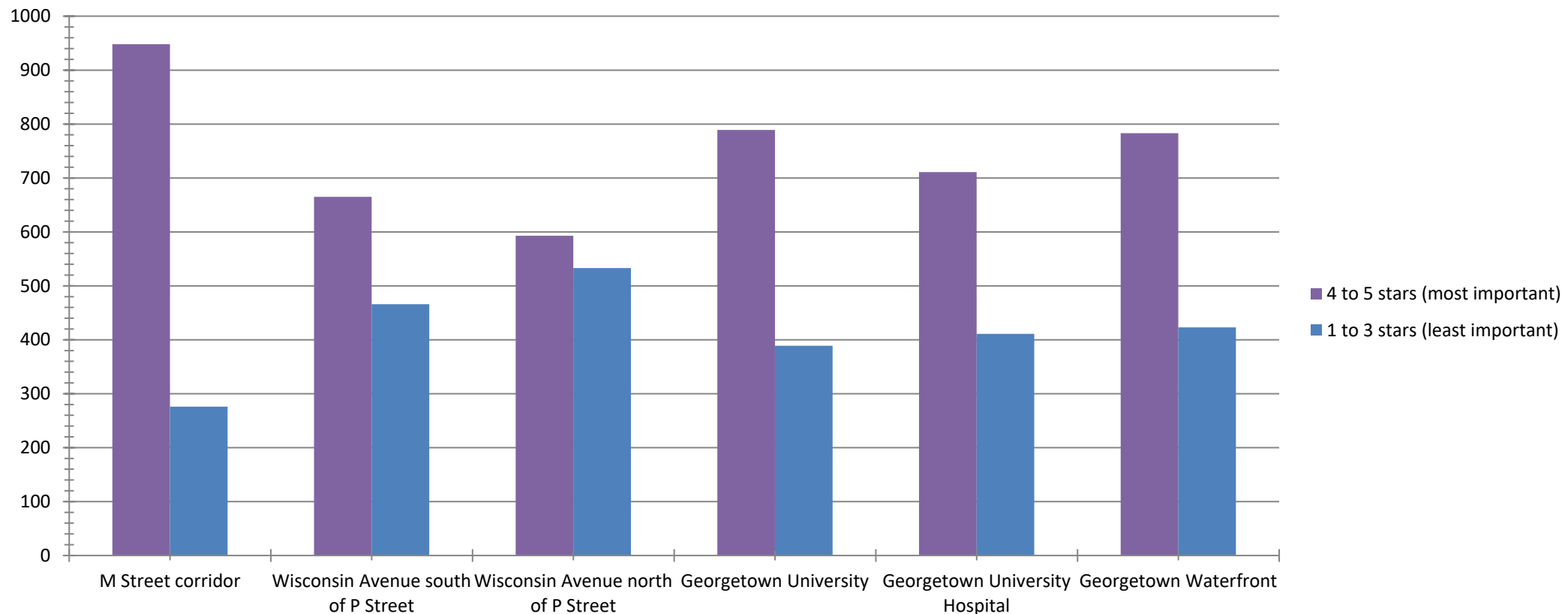




# In your view, how important is it to improve connections between Metrorail and the following areas of Georgetown?

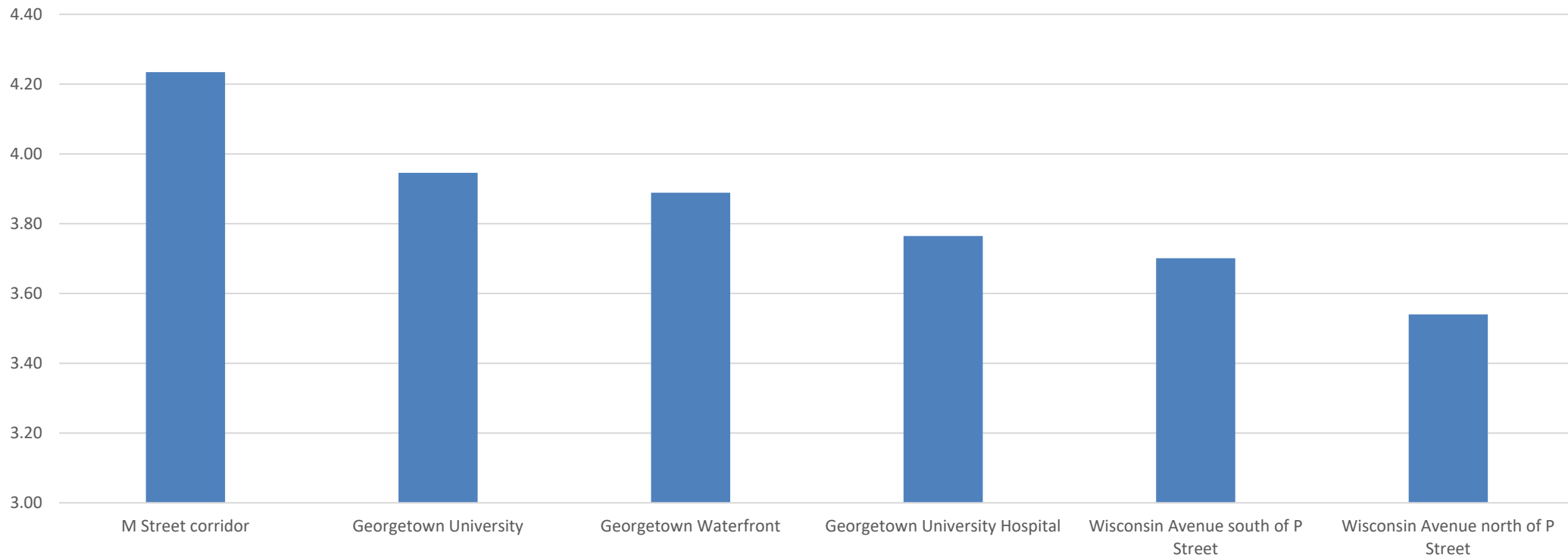


# In your view, how important is it to improve connections between Metrorail and the following areas of Georgetown?

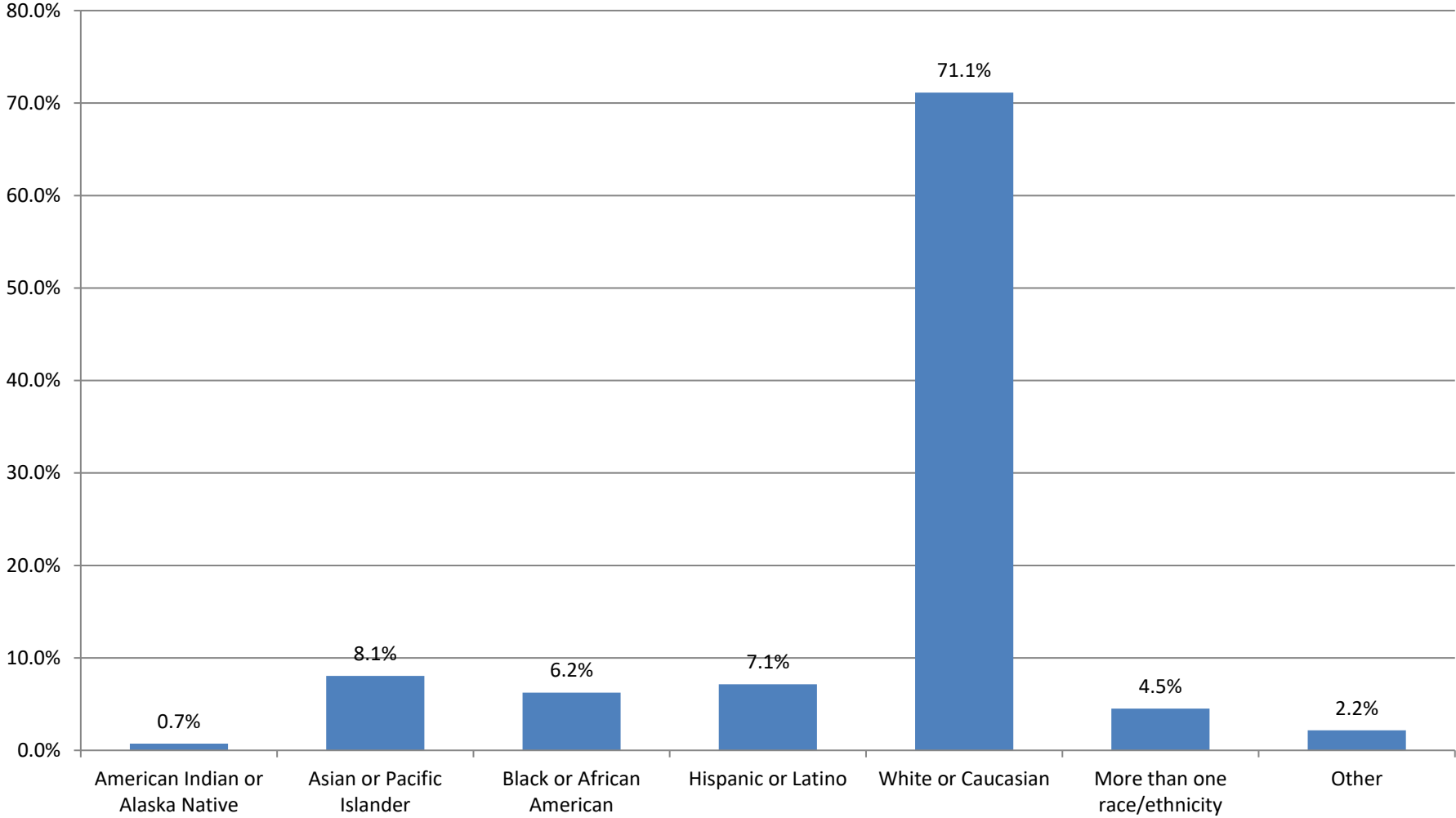


# In your view, how important is it to improve connections between Metrorail and the following areas of Georgetown?

Average rating of each destination



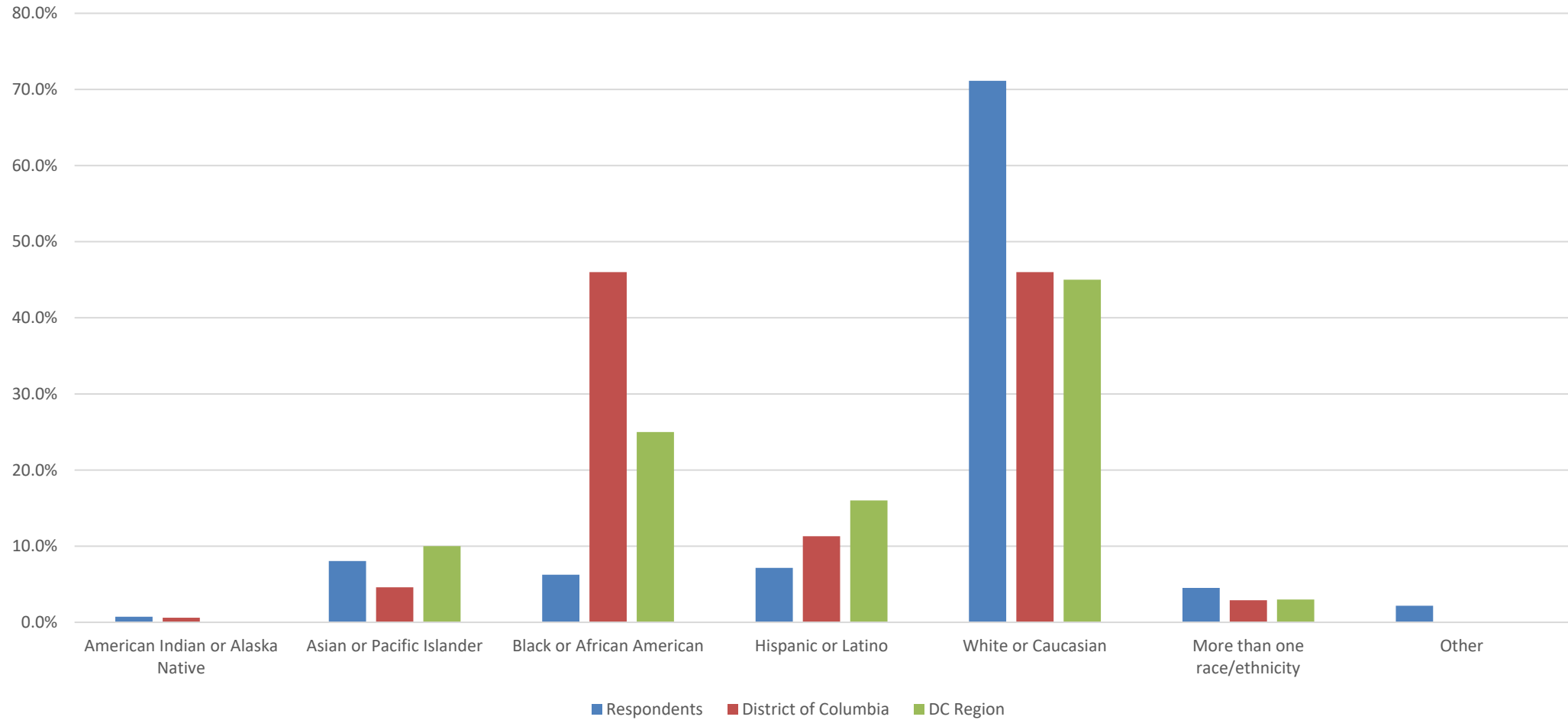
# Demographics: Race and Ethnicity



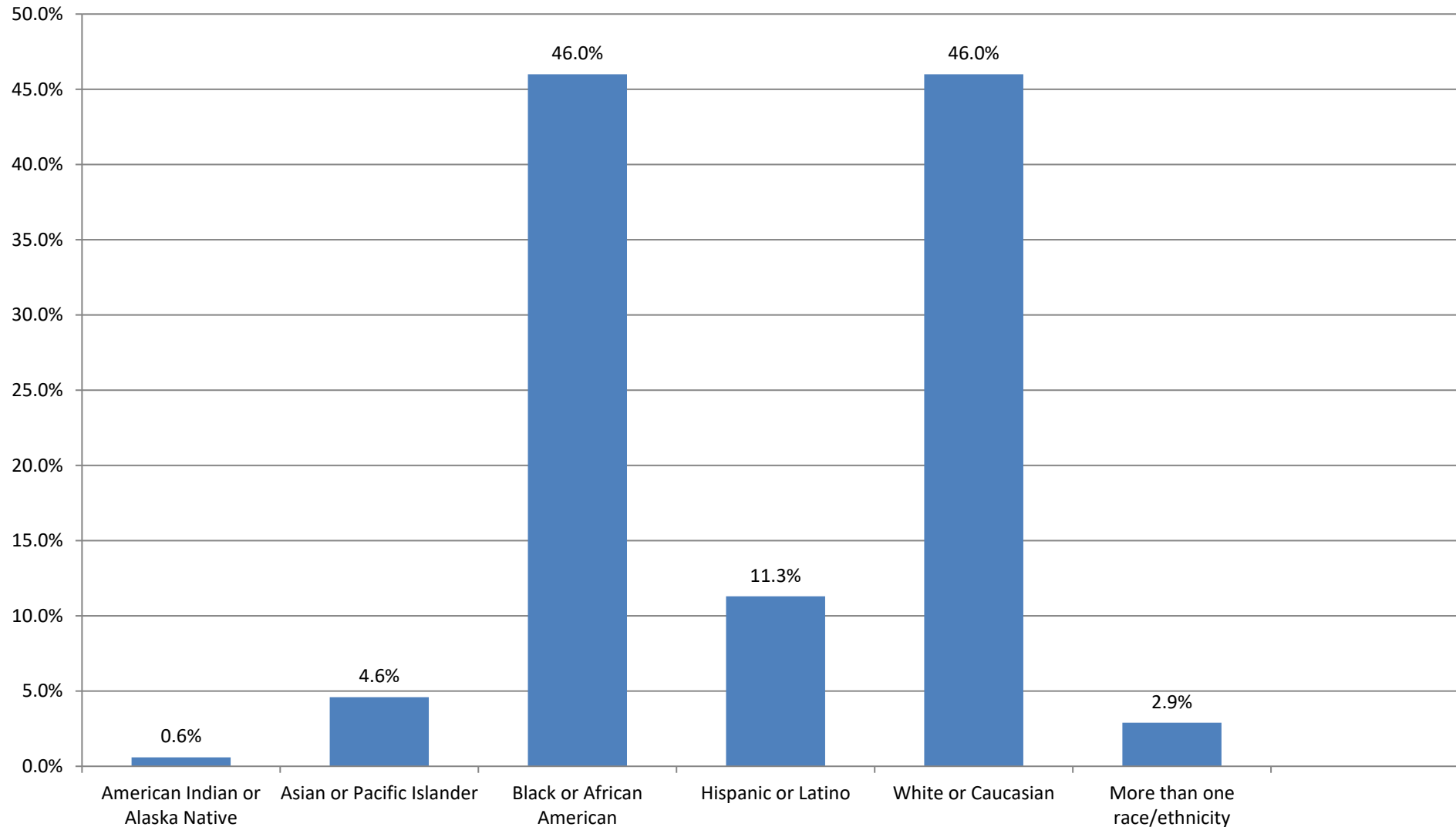
Race	W7/8 respondents
White	61%
Black	29%
N= 31	

N=1105

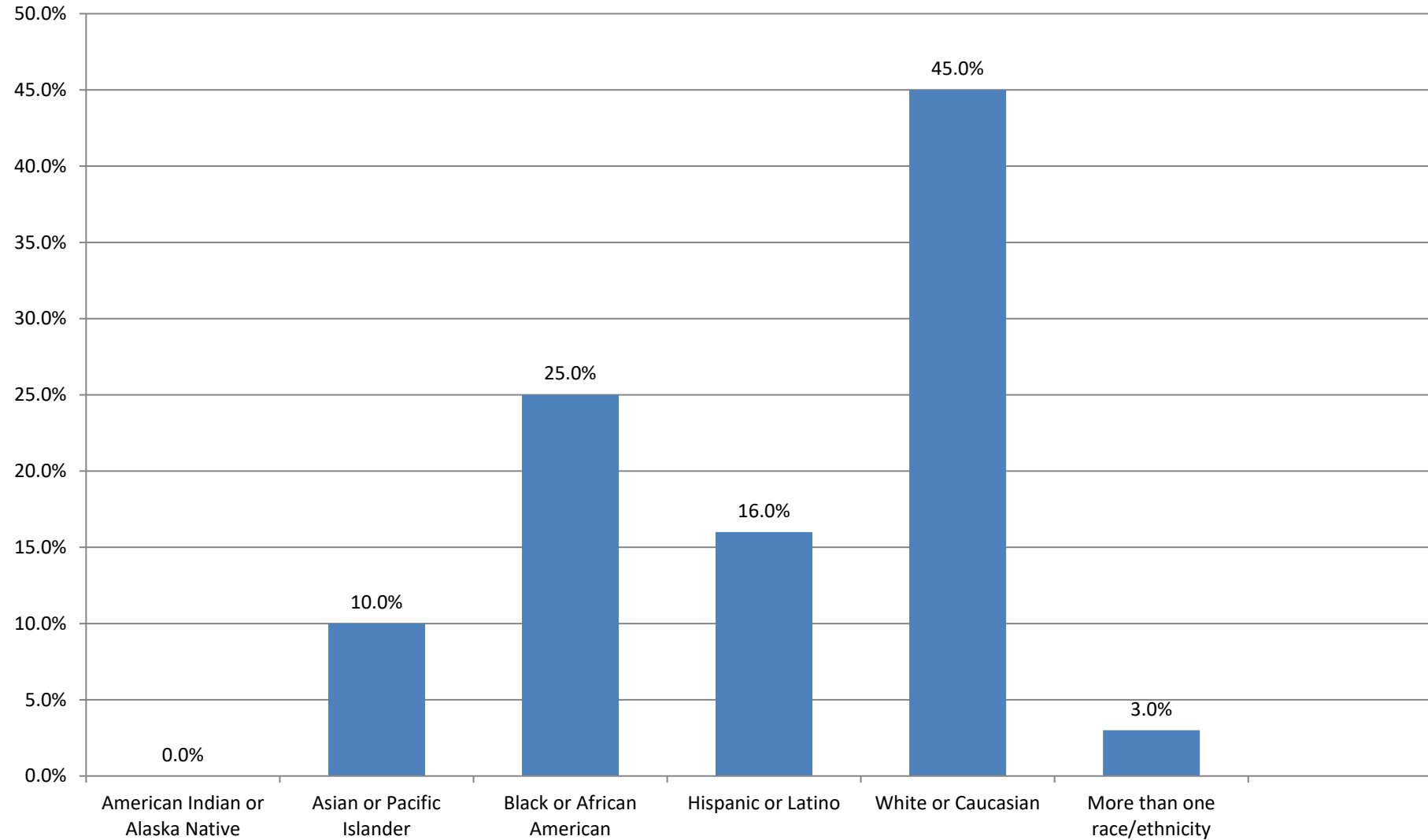
# Demographics: Race and Ethnicity -Comparison



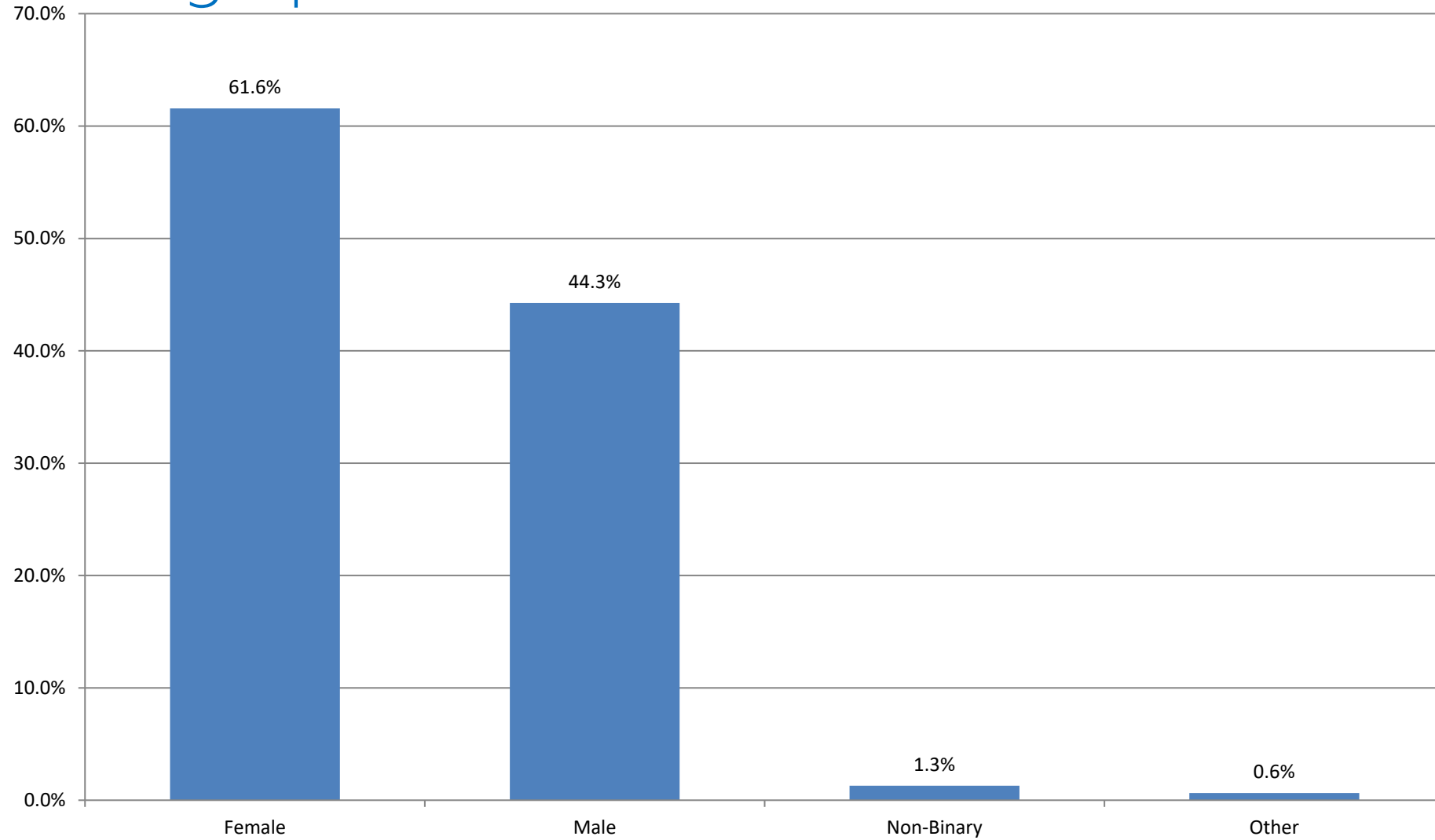
# Race and Ethnicity: District of Columbia (April 2020)



# Race and Ethnicity: Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area (2019)



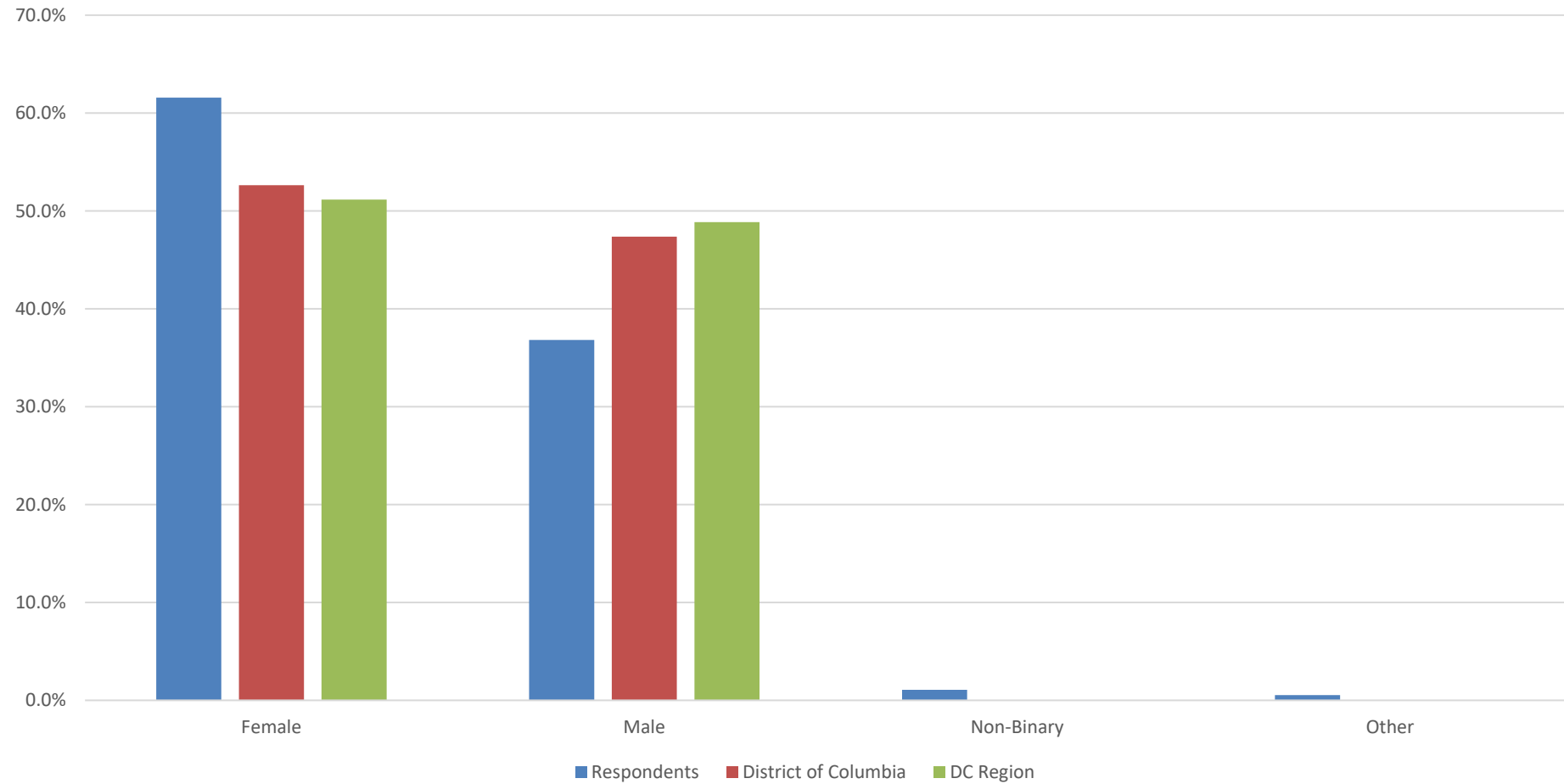
# Demographics: Gender



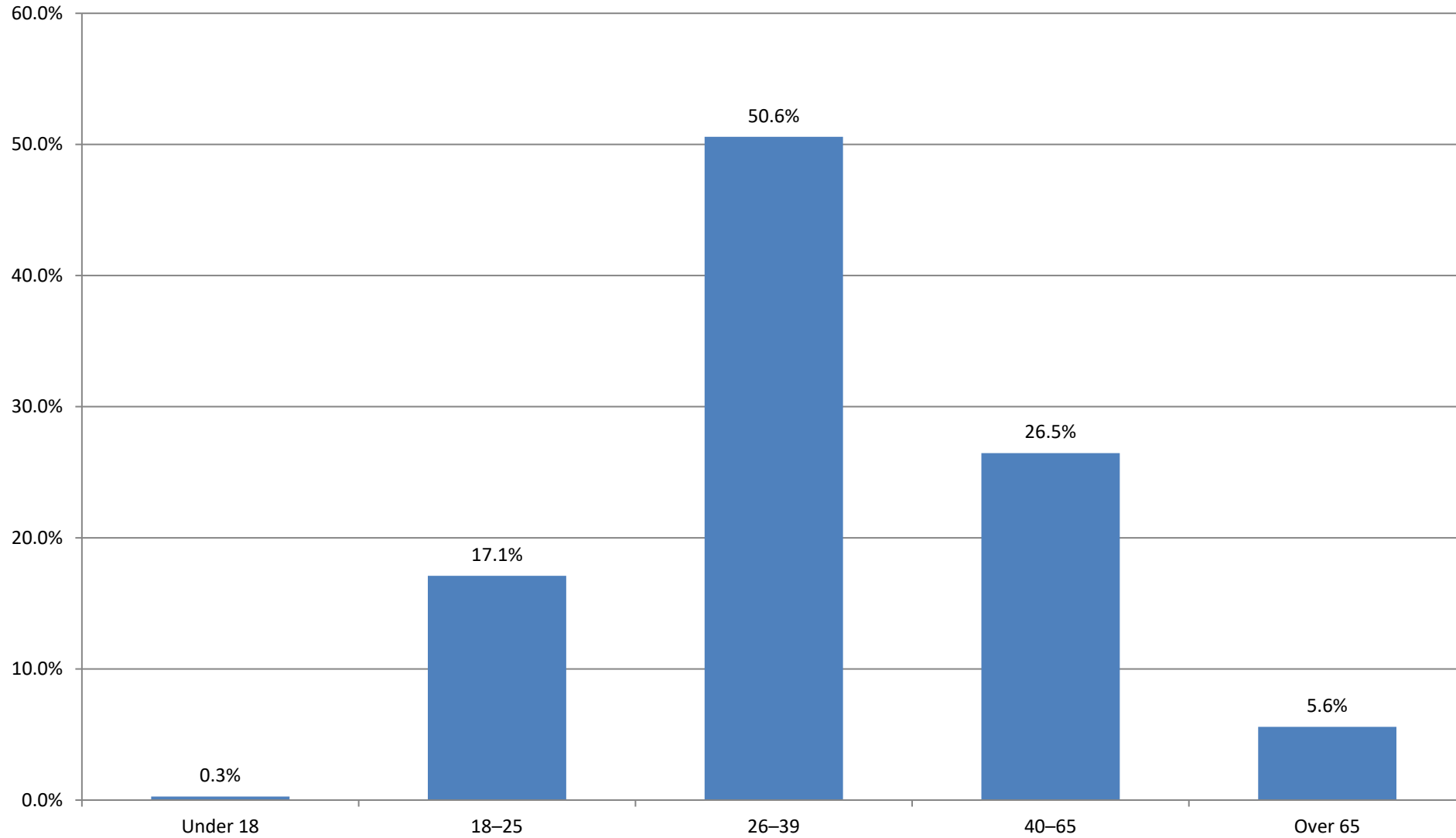
N=1119



# Demographics: Gender



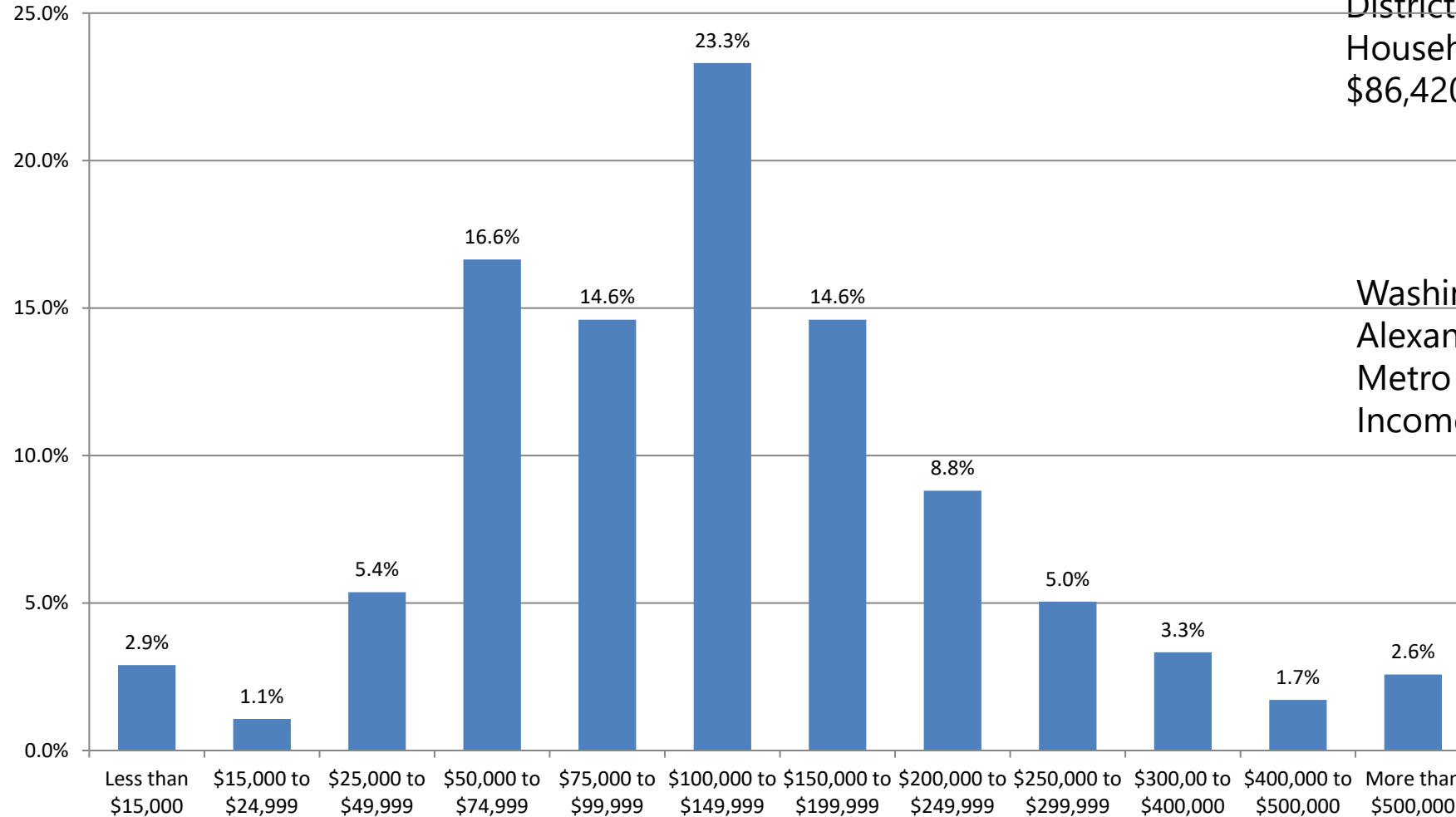
# Demographics: Age



N=1111

# Demographics: Household Income

What is your annual household income?



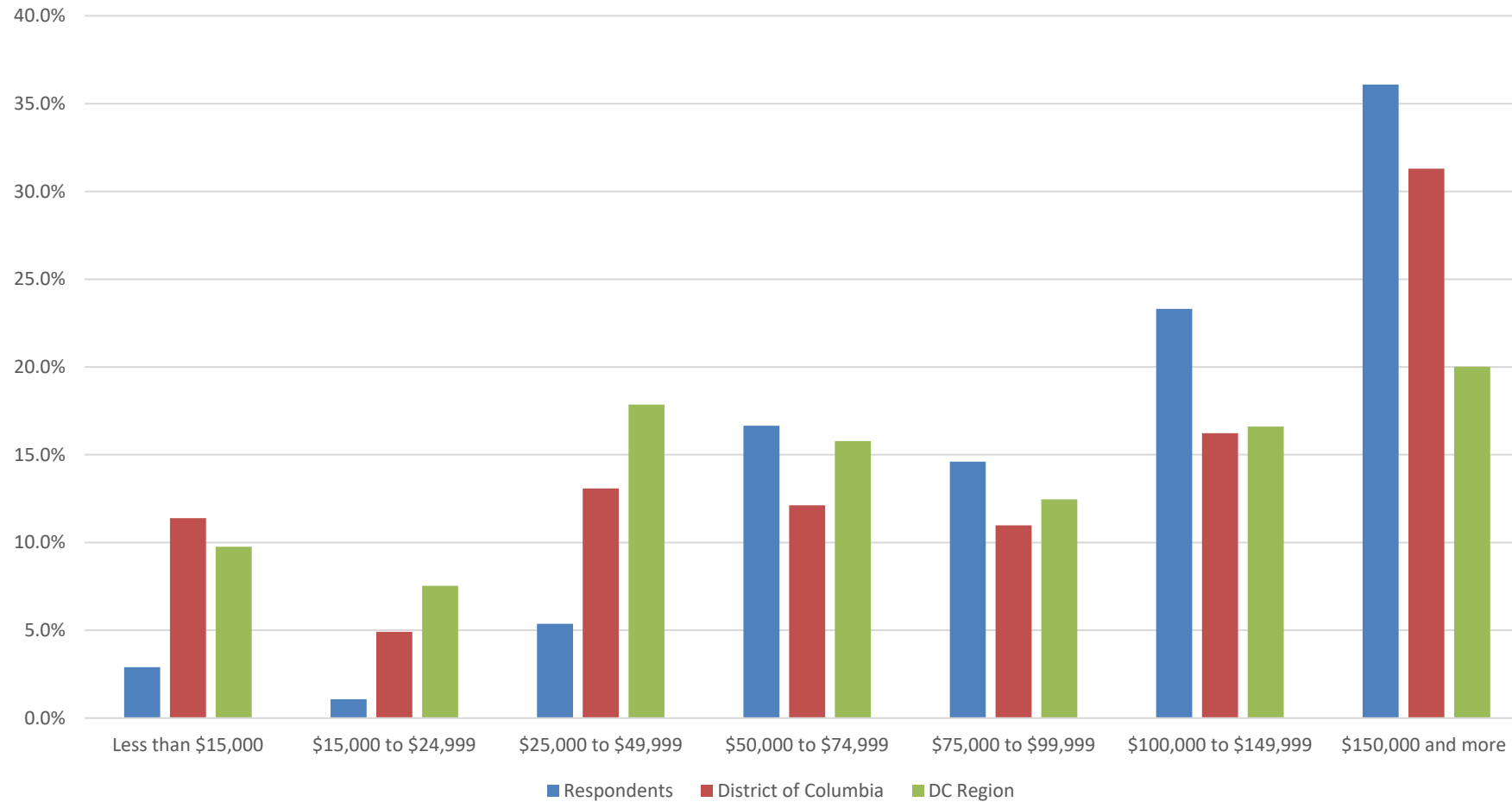
District of Columbia Median Household Income (2015-2019): \$86,420

Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area Median Household Income (2019): \$105,659

N=931

HI	W7/8 respondents
\$25K to 49K	2%
\$50K to \$74K	13%
\$75K to 99K	16%
\$100K to 149K	26%
\$150K to 199K	13%
\$200K to 249K	23%
\$250K to 299K	3%

# Demographics: Household Income Comparison



Brackets over \$150,000 consolidated to match US Census data



Open comments

# Overview

- 539 respondents left a total of 649 comments
- 54 comments were non-substantive
- Comments were sorted into broad categories for this overview
- The numbers provided refer to comments, not commenters
- Specific comments are provided for illustration only, not typicality
- **Comments are generally consistent with the draft Purpose and Need**

# General Comments

- General expressions of support for the study (10 comments)
  - *Make it happen!*
  - *It's about time!*
- General expression of lack of interest (6 comments)
  - *I think access to Georgetown is fine as it is. There is public transportation already. It's going to take more money & disrupt traffic with construction [...]*
- Interest in accessibility and transportation equity (11 comments)
  - *Equity will be achieved with extended hours to serve those who work long hours in restaurants or cleaning or other work, with short wait times, and security*
  - *Wheelchair accessibility of vehicles and bus stops*
- **The response rate and comments generally indicate a positive reception of the study**

# High-visibility Options

- Gondola
  - General support (27 comments)
    - *Bring back the gondola idea! Would be cool to have it over the Potomac from Rosslyn.*
  - General opposition (13 comments)
    - *No gondola! Gondola leaves too much walking still required and it is hilly walking!*
- Georgetown Metrorail station
  - General support (128 comments)
    - *There needs to be a Metrorail in Georgetown near the hospital and campus. This would alleviate much of the traffic in the neighborhoods as well as free up neighborhood parking spaces.*
  - General opposition (12 comments)
    - *Metrorail is unnecessary in Georgetown. Bus service from metro stations is more than enough.*
- Streetcar (31 comments)
  - *Streetcar extension east to Benning Road Metro Station and west to Georgetown.*
- **Though not highlighted in the questionnaire, these solutions generate public interest**



# Current Access

- Georgetown is difficult to travel to or from (62 comments)
  - *I avoid all restaurants and bars in Georgetown because they are poor accessibility by public transportation. If there is a store in Georgetown that I would like to shop at, I look for another branch in VA or MD rather than go to Georgetown, even if that means driving my personal vehicle. I avoid going there at all costs.*
- This difficulty may determine job or housing decisions (8 comments)
  - *I worked at Georgetown hospital in 2013. I ended up quitting because the commute was horrible. It was impossible to create a workable solution. Traffic over the key bridge is terrible for morning commuting.*
  - *I will be explicitly moving out of the Georgetown area (I live in Glover Park, so it's kind of Georgetown and kind of not I guess) after graduating from grad school because of transit problems [...]*
- **This category of comments directly support the Purpose and Need**

# Interest in Better Bus Transit (1)

- More or better bus service in general (31 comments)
  - *I would like to see improved bus service.*
- Dedicated lanes (23 comments)
  - *[Recommended along M Street, Key Bridge, Wisconsin Avenue, or generally along existing bus routes]*
- More reliable service (18 comments)
  - *Especially during the pandemic, once service was reduced, it was extremely frustrating when a bus showed up too early (therefore making me miss my transfer) or just did not show up at all, because then the wait time for the next bus would be 40 minutes.*
- More frequent service (20 comments)
  - *For those who work late night and non-standard hours...we are forgotten or told to take Uber (not an option for me). We need a solution NOW.*

# Interest in Better Bus Transit (2)

- More direct service (12 comments)
  - *Better routes/connections - so you can get to more places from Georgetown without having to change buses.*
- More/better stops (6 comments)
  - *More intuitive bus stop locations at foggy bottom for connecting from the train.*
  - *Bus stops that are marked more clearly and include shelter.*
- Travel Time (3 comments)
  - *I don't mind taking the bus to Georgetown but it's slow. Increasing bus priority in the area would be a useful step.*
- **Overall, responses show a robust interest in bus transit improvements (113 comments)**

# Interest in better Ped/Bike Connectivity

- General interest (42 comments)
  - *Don't limit considerations to transit. Please take those who don't live near Metrorail but can access Georgetown by foot/bike into consideration. Thank you.*
  - *There need to be better micromobility/bicycle connections between the M St. corridor and the Key Bridge multi use paths. M St. is not built for people on two wheels and the connection to the bike/scooter lanes on K St. is not intuitive or very safe.*
- Safety improvements (16 comments)
  - *Make M Street safer for pedestrians and bikers*
  - *Safe, protected bicycle infrastructure. It is a short bicycle ride for me, but extremely dangerous because M Street is a death trap. I limit my trips to Georgetown's restaurants and businesses because it is so difficult to get there.*
- Dedicated bike lanes (10 comments)
  - *A dedicated protected bike lane in Georgetown and lights on Rock Creek Trail would make biking to Georgetown easier for bike share users and bikers.*
- **Overall, responses show a strong interest in bike/ped improvements (68 comments)**

# Specific Recommendations for Better Access

- Specific suggestions on where to focus improvements (48 comments):
  - *[Extending connections farther into Virginia (e.g., South Arlington, Ballston, Falls Church)]*
  - *[Providing more connections to the rest of DC (Foggy Bottom, Dupont Circle, Fort Totten, Columbia Heights, Union Station, Navy Yard, Ward 7, Red Line)]*
  - *[Providing better connections to the Georgetown waterfront, Georgetown University, Georgetown hospital, places of worship.]*
- **While these suggestions generally reflect individual preferences, the team will review them when developing alternatives**

# Alternative Solutions

- Reducing cost of transit (16 comments)
  - *Cheaper. Metro is more expensive than driving my car*
- Traffic and parking management (49 comments)
  - *One way street grid in Georgetown to avoid insane traffic jam and to increase parking space, avoiding middle of the street I turns, hence shorter time on the road.*
  - *Remove ALL street parking! There is enough underground parking. Street parking causes delays.*
- Safety improvements (9 comments)
  - *Clean up Key Bridge and sidewalks to make it safe to use all the time. Garbage/glass make it dangerous to walk. Plus, rental bikes and scooters block the sidewalks. Aggressive panhandling is scary.*
- Green options (3 comments)
  - *Clean energy/ light vehicle*
- **While largely out of scope, these comments speak to areas of public concerns to be considered when developing alternatives**

VisitID	Comment
521400	Gondola Now!
521400	Less congestion
521400	Less Congestion
521424	Walkability around Georgetown also needs to be improved (wider sidewalks, more parklets). I'm also not sure why planners are so invested in improving tra access to Georgetown when there isn't much TOD opportunities there. We need better transit access throughout the city, especially where there's space to higher density development. (E.g., H street/Benning and Ivy City/New York Ave)
521454	Improved bike and pedestrian connections on Key Bridge.
521574	We have to get transit options out of the same roadways that are congested with cars. Every time there is a road closure for construction, diplomats in tow some random Wednesday, the buses that connect commuters to rail get completely stalled in those closures. gondola is great if you can get through CFA. bu can get an actual metro stop or two in Georgetown that would be amazing.
521574	1. Buses like the circulator get completely stopped in traffic on key bridge or on New Hampshire Avenue or K Street. Even if you take a metro as close as pos your wait for a circulator could be 10 minutes or 45. If you want to attend a lunch-time lecture or event after work (Kennedy Center? Downtown? Gallery pl. wharf?) that relies on the ability to move EAST - just forget it. It takes an hour to get down k street or any other Eastbound arterial street. Just go home.
521605	Build the gondola!
521605	Until we get a Metro Station, I would love to see the Gondola project happen to improve travel times and options
522399	WTF does "equity" mean in this context??
522569	Metrorail stop in Georgetown and/or gondola to/from Rosslyn
522917	Dedicated Georgetown shuttle between one or more of the Metro stations would be great. Circulator is unreliable. Metro stop is the dream!
522949	From my perspective, Metrorail is not needed for me to get to/from/around Georgetown.
522995	A metro stop in Georgetown would be life changing!!! Please add one (or two)!!
523067	I would LOVE the option to take an aerial gondola across the Potomac. I think this would be a great opportunity to attract more tourism, improve commutir generate funds for the city.
523161	The reason why I don't go to Georgetown more often are only partially due to transport- also due to quality and range of what's offered there. Increasingly, activities, food, and commerce are more interesting on the east side of dc.
523401	Gondola is a waste of \$\$
523608	Many of my answers were skewed because my household has sought housing in areas in which the commute to Georgetown is less than one hour. We coul broaden our housing search significantly if there were better Metrorail or Metrobus connections between Georgetown and the rest of the DMV area.

523617	I currently have to drive to Reston Metro Station; however, I have another metro station closer to my home which is not yet operating. It will improve my cc significantly if metro stations beyond Reston stations start operating.
523622	Georgetown University does not pay their staff enough to live anywhere near Georgetown. More frequent and widespread public transit access will greatly the entire population of the university, and if it's easier for undergraduates to leave the neighborhood, Georgetown residents won't have to deal with wild p much.
523624	A Metrorail station in Georgetown would be great!
523630	There need to be more high capacity or high frequency options, esp. during rush hour. Buses are often completely full or overcrowded in the early mornings workers and students. It is not reliable if you have to watch several full buses pass you by until you are able to board.
523631	metro in GU!!!
523634	I work at Georgetown University, and live close by because commuting to work is very difficult. I spend a much larger portion of my paycheck to live where I would be very happy to live in more affordable areas and commute to work with WMATA.
523638	on campus or satellite parking - is needed or affordable parking
523638	increase more routes would be better to use for alternative routes when main routes are backed up
523638	More affordable parking; space has been an issue, but if somehow more ability to park in GU as we're working less on campus
523642	Economical
523667	Less transfers needed to access Georgetown
523671	i wish you could make the crossing of GW parkway in Rosslyn safer when walking
523678	Strongly demand of the Metrorail in Georgetown, especially to connect the Foxhall Village/ Palisades to Georgetown University Hospital, Wisconsin Avenue, Street, Dupont Circle, and Rosslyn.
523679	Have a Bus service from/to Foggy Bottom Metro Station to the Office of Advancement
523682	It's ridiculous and shameful that wealthy Georgetown area residents have advocated (and succeeded) in ensuring that there is not a Georgetown metro stop; disappointed in our government and disgusted by these prior displays of privilege.
523693	More frequent shuttles to and from GU to Dupont are needed at high traffic times, beginning and end of workday M-F
523702	Add a Metrorail station with direct access to Georgetown
523715	a gondola between Rosslyn and Georgetown would be cool
523716	I would like to see improved bus service.
523722	Please keep accessibility in mind. When removing the G2 to GU was in discussions, I was devastated. As someone with sporadic mobility issues, removing th to campus would have been a nightmare for me. The campus is already inaccessible enough and having to find a way from the nearest D2 or D6 bus stop wc mean greater risk of injury or pain, and greater likelihood that I couldn't get to campus at all.
523749	Affordable Price
523756	Cheaper



523765	I would also love more bus options from South Arlington to Rosslyn. Right now, a 10 min drive takes me 45-60 min by bus.
523769	I try to use the app for the bus and sometimes it shows the bus coming and then suddenly the bus winks out of existence but it never showed up at the bus improving the accuracy of the app would help.
523771	I live in the Navy Yard area. There has been a great deal of development in the area and it would be helpful if GUTS bus service was extended to that area.
523773	NO to the gondola idea.
523774	In previous years (during a 10 year period) I would have greatly benefited from a Georgetown metro stop, but nowadays I live nearby in Glover Park. At this often walk to my job at Georgetown University, but my backup is the D2 bus. My daughter also uses the D2 to get to Dupont Circle for her commute. We de this bus route and hope it will return to reliable and more frequent service.
523778	Cost (I'm on a tight budget)
523779	Though it would take some time, creating a metro stop IN Georgetown would be fantastic, and may help with the abysmal traffic on M Street
523779	A Georgetown Metro stop.
523819	PLEASE put in a metro stop at Georgetown! The traffic is bonkers in the neighborhood; a bus will never be good enough.
523836	Many staff commute by Metrobus along Wisconsin Avenue. The survey didn't capture that route. Some including me board Metrobus from Tenleytown Met stop.
523836	Wish GUTS arrival/departure was more reliable. Wish Metrobus that travels down WI Ave went to/near GU front entrance.
523923	If this is truly about better connecting Georgetown to the rest of the city, the decided-upon method of connection should be just that. A tourist attraction m be the best way to accomplish goals of connecting the most people in the most efficient way, especially locals.
523995	Build the gondola!
524039	I travel to the DC area for work about 6 times a year and I always dread the Georgetown commute from downtown.
524048	More intuitive bus stop locations at foggy bottom for connecting from the train
527159	Need metro
527364	Please add more connections or Metro stops at Georgetown University
527662	Would love to see a metro stop in Georgetown.
527697	If there were more buses from more metros that would be best
527697	More locations where shuttles can be accessed; uber vouchers
527739	cheaper. Metro is more expensive than driving my car
527756	LONG OVERDUE. SHOULD BE A PRIORITY.
527756	REDUCES CAR TRAFFIC/STREET PARKING CONGESTION
527784	Needs a metro option
527801	Metrorail stop in Georgetown

527837	There needs to be a Metrorail in Georgetown near the hospital and campus. This would alleviate much of the traffic in the neighborhoods as well as free up neighborhood parking spaces.
527846	I would be much more likely to utilize retail and restaurant services before/after work and on weekends if I knew that easy transit options were available for and the people I would be meeting. Now, I mostly commute to and from work because I have to. But I would enjoy spending more time outside of work in Georgetown if it were easier to do so.
527925	Direct Metro only circulation on its own lane, airport style rail/bus.
527930	I lived in Alexandria, worked in Georgetown, and took a combination of Metrorail and 2 buses to get to work every day. Commute in the morning to work was 1 hour and 30 minutes. Commute back home could be anywhere from 2 to 3 hours, primarily waiting for buses to the metro.
527934	Any above-ground or on-road connection to Georgetown will be hindered with traffic. We need a Metrorail stop in Georgetown to make the quickest connection possible.
527957	It's unfortunate that there is not a metro stop IN Georgetown. Rosslyn and Foggy Bottom are too far away
527960	None
528063	A metro stop in Georgetown, near the University or Hospital, would be game changing!
528080	I resent the rich old racist white ladies, now dead and gone, who blocked the Metro from coming to Georgetown
528119	place a Metrorail station in Georgetown preferably near the Georgetown campus much like Foggy Bottom
528119	a Metrorail system in Georgetown
528146	Please add a Metro station in Georgetown.
528265	cost
528283	Lower steps on buses for elderly
528283	Metro stop at Georgetown U
528637	stop charging hospital staff for parking! literally us nurses are doing enough for you
529009	a metro stop in western Georgetown would be very beneficial
529009	for busses
529319	More bus stops and more buses to the area of the hospital
529422	Please make it happen
529438	For students who live far off campus (e.g., live in Fort Totten), making the option available for students to park their personal vehicles on/near campus would significantly help.
529444	Direct route to the hospital
529582	No gondola
529582	Never a gondola
529901	Metrorail
529968	Metro Station in Georgetown
530007	Having Metrorail service in Georgetown period is an important goal
530018	I live in Woodley Park but going to Georgetown and needing to be at MGUH at 5am is so impossible using Metrorail or Bus
530018	From Woodley Park to Georgetown via Bus or Metro takes a long time

530018	I would take the Bus or Metro from Woodley Park to Georgetown if the times are reliable to be at work at specific time
530064	I think the BID has done Georgetown a disservice by having those sidewalk extensions built along M Street, M Street is a city evacuation route, and crucial for commuters. Why have you done this? I've heard you all just get together and brainstorm to come up with projects you then inflict on the rest of us. You'd do a disservice in favor by dissolving yourselves and taking those sidewalk extensions with you.
530102	A people mover on a track from Rosslyn to Georgetown would be the most efficient and cost conscious solution.
530214	Better transit options would increase shopping traffic and allow lower income individuals to have better access to Georgetown
530253	Cheaper
530996	Circulator Bus from Rosslyn to MGUH/Georgetown University.
531361	When I lived in Arlington, I use to take the connector to Georgetown. I hated waiting, so more frequency would be ideal with fewer select stops. I also use to drive home through Georgetown. It works be nice to have more bus service from/to Georgetown from other places in Arlington or Alexandria (parts that are close to Georgetown).
531370	Change the traffic patterns in Georgetown and enforce violations. Prohibit turns into Bank Alley, for example. Police double-parking. Ticket people who block intersections like at M Street and Wisconsin or turn from the through lanes at Key Bridge.
531374	It's not really a problem to accessibility for myself, however traffic in Georgetown is always very busy and chaotic. Drivers are aggressive. Bike lanes or possibly bus lanes would help. However, with lack of width on M Street that would be difficult to be realistic.
531389	The gondola from Roslyn is a stupid idea.
531392	I work in Georgetown and live in Rosslyn. While a Metrorail station wouldn't affect my life right now, it would have huge implications for where I might be able to move, if I could no longer commute by walking. (For now, the new crosswalk at Key Bridge and M St has been life changing! What a fantastic improvement!)
531392	Bus stops that are marked more clearly and include shelter.
531409	Bikes and easier walkability are key. Also, why no expansion of waterway access (ferries, for example). This would be a very low cost way to expand access to multiple areas.
531538	while Georgetown is close and convenient enough for me to walk (from Rosslyn), I fully support increasing metro access so my friends can meet me there!
531538	congestion reduction
531545	n/a
531578	Don't care, as unless I live another 50 years, not likely to see it.
531581	no
531690	More varied routes that will reduce the need for transferring. For example, a bus route that cuts over to Connecticut Ave. from Wisconsin Ave.

531720	My son enjoyed living in Georgetown for the short time he did, but transportation options were his reason for not staying. We enjoy the waterfront and cur drive there. I work at MGUH and their shuttle system is a good option but does not run on certain holidays or weekends.
532137	Dedicated bus lanes on M Street
532424	Safe and clear walking paths would go a long way.
532923	Nobody goes to Georgetown. It is too crowded :-)
532924	It is very important to me to make it easier to get to Georgetown from Columbia Heights
532933	safety: reducing personal vehicle use, and prioritizing pedestrian and bicyclist safety
532938	Make M Street pedestrian and bus only!
532946	Expand parking options in Georgetown for DC residents/DC tagged vehicles.
532946	More reasonably priced parking for DC residents/ DC tagged vehicles
532949	Bring back the gondola idea! Would be cool to have it over the Potomac from Rosslyn.
532953	More, cheaper parking options
532954	I think adding a metro stop in Georgetown would bring more people to the area and make going to/from the neighborhood so much easier
532954	A metro stop
532962	A large part of public transit access will also rely on managing traffic flow (cars and pedestrians) across the bridge and on M St. how is this being considered planning?
532967	Every time I got to Georgetown, I get so frustrated getting to and from there with the car congestion that I avoid it. Adding in convenient metro stops that I walk from would increase my likelihood of going. As it currently stands, I would never take a job in Georgetown due to lack of transit.
532976	NA
532986	A fully protected, two way bike lane down M Street. That street is an absolute nightmare, it should really only be for buses and bikes. I don't go shop on M S anymore because it is so hot (no trees), crowded (small sidewalks), loud (cars honking), and dangerous (cars not paying attention).
532987	Bike lanes
532989	We need a Georgetown Metrorail stop now
532990	better bike infrastructure would also help!
532991	It's time to follow the world and include greenhouse gas friendly transportation. Bike lane, E chargers, etc.
532991	Clean energy/ light vehicle
532991	One way street grid in Georgetown to avoid insane traffic jam and to increase parking space, avoiding middle of the street I turns, hence shorter time on the
533000	A dedicated protected bike lane in Georgetown and lights on Rock Creek Trail would make biking to Georgetown easier for bike share users and bikers
533000	Add lights to the Rock Creek Trail. For biking home after dark, its dangerously dark, and dark starts early in the winter. Also let the scooters and Ebikes funct the trail!! It's dangerous when they stop working and leave you stranded in the dark.

533004	Please fix the trail connecting Glover Archibald and the C and O canal trail!! Please put a bike lane in on or parallel to M St!
533017	End parking on M Street. The sidewalks are too narrow you can barely access anything over there.
533037	I think we need a metro stop or a new metro line connecting Georgetown to other parts of DC. Rosslyn and foggy bottom get so backed up and busy.
533047	In the list of reasons for going to Georgetown, you left out religious activities. I go to church in Georgetown. Prior to the pandemic, I went weekly to church Georgetown from Arlington.
533056	I hate going to Georgetown, very specifically because of how inaccessible it is. It costs so much money to Uber or e-scooter there and walking there is nearly impossible because of unsafe sidewalks and drivers who don't pay attention to pedestrians. If there was a metro rail station in Georgetown, I would be muc excited to go and spend my time/money in Georgetown.
533059	Expand the streetcar to Georgetown
533060	More dedicated bike lanes
533062	Add a stop in Georgetown please
533066	Bus wouldn't be bad if it were more reliable and there was less car traffic. As it is, car traffic cause delays and extend travel times. Also, the buses cannot be to arrive at a bus stop on time or at all
533066	Accurate bus times
533073	Make it happen!
533079	Need a metro station in Georgetown
533084	I currently live in Adams Morgan, about 2 miles from Georgetown. Taking the metro just doesn't make sense from where I live. I would love a more direct bi (or a metro stop in Georgetown). I also think a bus route that went basically directly to Farragut with only a few stops would be great, especially now that th making bus/rail transfers less expensive. I occasionally bike to Georgetown and generally feel safe doing so with existing bike lanes.
533087	A new metro stop in actual Georgetown
533099	Direct access without having to transfer trains/busses more than once
533100	Georgetown is a miserable place to get around. I actually added several miles to my bike commute just to avoid dealing with Georgetown. Bike lanes, bus la restrictions would go a long way to making it a more enjoyable place to visit.
533100	Make M Street safer for pedestrians and bikers
533106	There should be buses that circle between Dupont Circle metro and Georgetown and Foggy Bottom and Georgetown every 10 minutes
533114	Doesn't necessarily have to be a metro rail stop, there are solid options to Georgetown such as G8 bus
533118	Little congestion; not having to compete with auto traffic
533142	No
533142	None
533157	Safer bike infrastructure, please! The car congestion in that neighborhood makes it very scary to ride there.
533158	More service stations in NE and SE DC

533169	Density of metro stops is DC's biggest limitation on ease of use. Frequency and reliability is good but walking a mile to get to a train is serious impediment, especially for a fit and able-bodied young person. NY and Paris have subway systems with similar levels of service but improved station density, which is key to their greater use/functionality for residents. Adding a Georgetown metro stop is a must!
533186	I lived in Georgetown for 7 years and frequently took the Circulator and 31/33 buses. I was lucky because I worked in DuPont (G2) and in Rosslyn (Circulator). There just aren't options to get across town. Georgetown is a triangle of access, to Rosslyn and DuPont.
533189	Gondola!
533190	Reduce car traffic on M Street. Consider making M Street pedestrian/cyclist/delivery truck only.
533190	Less car traffic/safer M Street for pedestrians and cyclists
533191	NA
533200	Long overdue
533205	I live in Park View / Columbia Heights and it's insane how long it takes to get to Georgetown
533213	Love the gondola idea. I do want to make sure that Wards 7+8 get better transit before we see a huge investment in Georgetown — as much as I'd love to nix the straight to M St, I think equity is important here.
533227	There is currently no really good, safe east-west bicycle connection between Georgetown and the rest of DC. The M Street bicycle lane is one-way and drops off at the beginning of Georgetown but not where anyone actually wants to be.
533230	Living on Capitol Hill, I would probably visit Georgetown far more often if I didn't have to deal with parking. It's horrendous. I love Georgetown but it's just not convenient sometimes.
533234	I am thrilled that the Study Team is reviewing alternatives for transit access to Georgetown (finally!). A potential station at 3607 M Street NW makes a lot of sense but I am concerned about walkability given the large volume of vehicles traveling along M Street. Regardless of where a station(s) is considered, please take account access for Georgetown U and workers/residents in the neighborhood over the convenience of tourists visiting the area. Thank you for your work on this!
533236	Build on existing connections such as the Georgetown University Transportation Shuttle (GUTS)!
533236	Less car-centric planning and design!
533237	Currently to get to Georgetown from where I live by metro rail, I would have to go several stops to transfer metro lines and then either walk or take a bus to Georgetown. If I had mobility impairments, I don't know that I would be able to make the trip. With little wait between transfers, I would still take about 45 minutes to go less than 3 miles and would likely be an hour each way which is why on the rare occasions I drive to Georgetown
533237	There should be an easier way to get to Georgetown from green/yellow line and crosstown
533237	Though doesn't matter how long hours of operation are if there is too long a wait between trains or buses and they don't go to Georgetown
533264	Please do not let a big cost now ruin big outcome in the future. Putting a metro line through Georgetown connects the city to the area, university, shops, etc. Traffic congestion in Georgetown is horrible - think how better this could be if people weren't forced to drive into the neighborhood

533269	As an employee based in Georgetown, it used to take me 1.5. hours to go a ten minute drive. The excess of cars on the road also made crossing the street u Please add more options!
533278	Wheelchair accessibility of vehicles and bus stops
533284	Streetcar. I live near H Street NE, so the idea of going straight across the city on the streetcar appeals to me, second behind the possibility of a Metro station
533285	Reduce traffic congestion
533287	Georgetown should have its own metro station. In the meantime, the least you can do is increase the frequency and reliability of bus routes that serve the neighborhood.
533288	N/A
533290	more direct and safe pathways would be appreciated
533290	bicycle safety
533304	Dedicated bus lanes on M Street and Wisconsin, buses get to turn first at the intersection of Wisconsin and M, also knock down the Whitehurst Parkway what it :) )
533306	Yes! I would be more likely to visit Georgetown if there was better bus and bike access to the rest of the city, and if the streets were pedestrian-oriented. It enjoyable to shop on a crowded 3 foot wide sidewalk breathing fumes from 6 lanes of aggressive traffic. M and Wisconsin are wide enough for dedicated bus bike lanes. M Street is a prime opportunity for an urban boulevard with street dining and places to sit.
533331	Adding one or two metro stops to the Georgetown neighborhood would cause me to go there and patronize small businesses far more often than I currently!
533345	I like Georgetown and would definitely go more if travel there wasn't such a pain!
533368	I put two or three stars for the rapid transit because if rapid transit includes Buses, the amount of traffic in Georgetown makes that mode very unreliable.
533377	More (regular and reliable!) buses from the red line
533380	Needs to be safer for bikes and pedestrians. Could be a lovely bike destination, or bike form existing metro but right now is Super dangerous- both from Fog Bottom and Rosslyn. The cars are brutal and the crossings terrible.
533380	Make it easier to get from rail and around Georgetown- wider sidewalks, fewer cars, safer cycling or scooting. It's just a nightmare once you're off the train. vehicles are murderous. The bus is slow because traffic. Would be a good opportunity to just ban cars
533399	Express trains
533400	Cleanliness of transit
533411	Metro stop please!
533422	dedicated bus and bike lanes to avoid the chaos of M Street's traffic jam of single passenger cars
533433	Just build a station in Georgetown
533433	A Metro station
533436	For priority rankings - more bikeshare docks!
533444	I live on the Hill and recently biked over to S
533445	I find the pedestrian paths to be pretty safe, just long.

533458	A metro stop.
533463	If you can't bring Metrorail to Georgetown all other transit options MUST prioritize bus/bike/and pedestrian forms of transport over private automobiles. Walking and biking to Georgetown is dangerous and just as big of a disincentivization as the lack of Metrorail.
533484	The Georgetown waterfront is one of my favorite parts of the city, and Georgetown has some of my favorite cafes and restaurants, such as Cafe Georgetown Sovereign, Falafel Inc, etc.), yet I only visit Georgetown 2-3 times a year due to lack of access. If I can get to Adams Morgan in 10 minutes by paying a \$20 Uber I will do that over paying \$20 and waiting for an Uber.
533494	Georgetown is a dead zone - no metro means it basically doesn't exist to us unless there's something significant going on there.
533496	It's about time!
533504	More ecologically friendly
533541	I attended Georgetown University and worked in Georgetown for five years after. It was always difficult to get to and greatly restricted where I could live. I have since changed jobs to a more central location in the city and visit Georgetown far less.
533552	You can't fix historical inequities overnight.
533552	Central hub for connecting to different modes of transportation
533572	Please add dedicated bus lanes on M Street, Wisconsin Ave, and the Key Bridge to speed up buses and make them more reliable.
533572	Dedicated bus lanes to speed up the 30-series buses on M Street and Wisconsin Avenue.
533573	dedicated lanes and reduced/rerouted vehicular traffic
533576	Georgetown could be a great shopping/restaurant/entertainment site BUT the shortsighted insular NIMBYism of Georgetown residents is really hurting the inaccessible neighborhood now. With that said, I'd much rather see better Metro throughout the SE of Washington and stops in Adams Morgan and a few in NW
533591	I avoid all restaurants and bars in Georgetown because they are poor accessibility by public transportation. If there is a store in Georgetown that I would like to go to, I look for another branch in VA or MD rather than go to Georgetown, even if that means driving my personal vehicle. I avoid going there at all costs.
533595	No but I have a comment about this survey. It is effective at acknowledging the changes in travel behavior due to COVID-19 alongside the need for future transit enhancements in this area. Good job. As engagement proceeds, it would be smart to go to additional lengths to educate folks about how these improvements are funded... there is a lot of confusion about how money gets applied to various parts of the Metrorail system and its supporting network. Keep up the good work.
533605	Lack of access is because of classism, trying to keep the neighborhood separate from the rest of the city. Also, buses get jammed on the bridge constantly and probably need a bus lane.
533612	I work in the West End and live in Maryland. I used to volunteer at the Georgetown Neighborhood library, but quit because getting there became such a hassle especially in the evening. The connector took forever and it's not really "taking the metro" to Georgetown if you have to walk 25 minutes to get there.
533648	please connect M Street to Foggy Bottom station, thanks



533656	A metro stop is unnecessary
533670	Add bike lane to Francis Scott Key bridge to make connections to VA safer for bikes, cars, and pedestrians.
533674	Bike and bus lanes connected with other parts of the District
533711	any options that are independent from traffic or have a dedicated traffic lane that is not shared would be ideal
533743	More stops, in Georgetown or elsewhere.
533827	Pushing for an actual Metrorail stop in Georgetown (even if it's not likely to be completed for many years) would be the optimal scenario in my view.
533851	Pedestrianization of M Street should be under serious consideration, if not at least bus+bike only lanes.
534037	Just put in a Metrorail station in Georgetown.
534198	We need immediate solutions that aren't car centric and that are considerate of climate change. An example of a quick solution is BRT lanes on main access and through Georgetown.
534330	The cars are what make Metrobus inefficient --ban the cars and free up the streets!
534364	Need a metro stop IN Georgetown, not just connections to existing stops.
534364	Better routes/connections - so you can get to more places from Georgetown without having to change busses.
534555	N/A
534747	I think it's a total waste of money to extend Metro to Georgetown-- just add buses and improve traffic flow, by NOT allowing developers to hog traffic lanes for construction, ticketing double parkers quicky, and perhaps rerouting trucks.
534863	Late night
534863	Having a metro stop would be crucial. Also, a more frequent circulator
535243	I think the placement of a metro where there is already a lot of foot traffic will cause a lot of congestion, especially on M Street and Wisconsin, and will worsen traffic. Foggy Bottom is easy enough to access from M Street if you want to go downtown.
535296	I live in Park View. It takes nearly an hour to get to Georgetown on public transit during rush hour, and there is no direct route. It's 15-20 mins by car but the park. I resorted to walking 1 hour each way to work.
535310	Frequent and reliable shuttles from nearby metro lines (Dupont and foggy bottom) would be helpful alternatives. Also recommend putting a protected bike down Wisconsin and Connecticut Ave to improve access from upper NW to Georgetown. The Beach Drive trail is nice, but it's too narrow to serve as a safe modal commuter trail.
535338	Proximity of location of Metrorail stops to the heart of Georgetown (near shops and the Fletcher Cove)
535467	I previously worked retail on M St in Georgetown and lived in Mt. Pleasant. I had to take 2 buses to get to work which often meant I was late because of unreliable buses. Also, traffic in Georgetown is a nightmare. A metro would be a great improvement.
535652	Anything to reduce automobile congestion in Georgetown would make me want to visit, shop, work, and live in Georgetown. There are way too many automobiles in the area and a Metrorail stop would help alleviate that issue, as long as automobiles do not get prioritized. Once I take Metrorail into Georgetown, I want to be able to walk and recreate in Georgetown without feeling unsafe due to congestion and angry/frustrated automobile drivers.

535652	Greater incorporation into safe streets for multimodal forms of transportation, especially bicycles, capital bikeshare, e-scooters, and walking.
535928	I live north of Georgetown in the Glover Park neighborhood and if there was a metro stop there it would make my commute much faster plus I'd have reason to go there and shop after work. Currently I take the bus through Georgetown to Foggy Bottom and rarely stop in Georgetown itself unless I have a special reason to go there.
537172	Right now, Georgetown is isolated from the rest of the city (best access through a car). This inaccessibility unfortunately gives it an unwelcoming and elitist image of it is common among people I know. If you want to change its image then you need to provide better public transportation options to make it more accessible and welcoming to people. Currently there are too many obstacles for many people to enjoy Georgetown. Also, its inaccessibility is very off putting.
537513	I think the gondola would be cool...
537855	Less transfers for transit - right now I would bus to scooter/walk or bike (which limits what I can do in Georgetown)
538198	Add a Georgetown Metrorail stop or Streetcar extension to serve the area.
538542	Please provide more convenient and direct transport to Georgetown University Hospital - especially since the University doesn't always provide shuttles which are not in session.
538542	Metro stop in Georgetown
538568	no
538568	none
538589	Those who use public transit should pay the true cost of transit. No taxpayer subsidies for public transit.
538597	Metro station is a definite and mandatory to minimize the vehicular traffic and congestion in the area. Provide more transit (buses, shuttles, etc.) options to arrive at Georgetown Hospital. Minimize vehicular traffic in the area and surrounding areas
538597	Minimize vehicular traffic in the area to minimize traffic flow of personal vehicles. There is an enormous volume of traffic in which the area does not have the capability to handle enormous volumes of traffic. All traffic lights in the surrounding area are not effectively timed to keep traffic flowing. Rush hour traffic flow measures need to be in place. Walking sustainability. Metro stop is a definite for the area.
538635	My commute to MGUH from Fairfax VA is brutal. To park in Rosslyn, walk down the hill in the freezing weather/rain, wait for the bus, wait for shuttle. All this long waits in traffic on 66...Brutal indeed.
538890	The Metrorail is great, I would love to use it more frequently if it was easier to access.
538932	Honestly getting in and out of Georgetown is a nightmare. I avoid it mainly because it is such a pain. Increased transportation options sound lovely but clear traffic mess that is constant on M Street should be the top priority.
538944	Please provide us more public transit access to Georgetown Hospital
538944	We need a metro stop at Georgetown Hospital
538988	I would love to get out of the neighborhood and into the city

539781	I find riding the GUTS bus to Rosslyn to be pretty easy. However, the GUTS bus does not operate on the weekends which sometimes limits my travel.
540062	As a Georgetown student, I find it really difficult to transport myself anywhere outside of Georgetown because the inaccessibility of the metro takes so much and money. Especially on weekends, when our buses to metro stops don't run, it is especially hard to get to the city.
540789	We need a separate blue line through DC, via Georgetown. We also need the streetcar system expanded throughout DC. DC says it cares about the environment. What are you waiting for? More metro, more streetcar, more bike lanes, wider side-walks. Go go go! Unleash that war on cars (but don't tell driver
540789	More metro lines. Streetcar too.
540792	High cost of parking not only at work but in DC in general make it impossible to sustain driving to work at Georgetown.
540795	I would rather live elsewhere and commute to Georgetown rather than live here so disconnected from the rest of the city. But because my work is here and difficult to reach, I'm forced to live in this area.
540801	Having more G2 busses would be extremely helpful. The frequency is not at all convenient.
540823	Better routes from east side of Rock Creek Park to Georgetown (e.g., Adams Morgan/Woodley Park) to avoid having to transfer buses
540871	The lack of current Metrorail service makes commuting to Georgetown one of the hardest in all of D.C.
540894	Just that it's not just about getting to main campus. My office is on Wisconsin and should be a consideration as well.
540905	Especially during the pandemic, once service was reduced, it was extremely frustrating when a bus showed up too early (therefore making me miss my train: just did not show up at all, because then the wait time for the next bus would be 40 minutes.
540927	G2 buses have still not returned to pre-pandemic service levels
540927	Circulator tracking is incredibly unreliable, making it a difficult system to use regularly
540956	Gondola!
541022	Cost
541526	I thin
541872	A direct connection of some kind would be ideal
541897	A connection within DC makes much more sense than a connection to Rosslyn for people who actually live in Georgetown and need to be connected to other parts of the city. I would never go into VA in order to go somewhere in DC.
541961	Please make a metro stop near Georgetown happen!! Trying to find a job with a commute less than an hour (without a car) is so hard
541979	GONDOLA NOW!
542062	Better bike facilities, especially on M and north of M. K Street bikeway is fantastic, but as soon as you try to cross M going north it's pretty much a disaster.
542145	patient access to the hospital and access to the university campus are essential

542286	I live near Union Station and occasionally commute to the Georgetown University campus, so would love more frequent buses on the DC Circulator route, or Metrobus running a similar route. And a change to the routes so they run closer to the university campus (Circulator stops at Wisconsin Ave, for example) would be great; it would save me a 10-15 min walk.
542331	One of the major issues with existing connections is the lack of transit rider dwelling areas. The bus service in Georgetown today is pretty robust, all things considered (could be better/faster, of course, and ideally would have dedicated transit lanes). But the restrictions on shelters in a 'historic' area with narrow sidewalks really is a hindrance to people using transit. A Metro station solves this to some extent - people wait in the station - but more can be done above ground sooner.
542414	gondola
542432	N/A
542438	There's an option for more stops in Georgetown. But I'd like more pickup locations outside of Georgetown.
542454	More pedestrian/bicycle area on the Key Bridge would be expensive but necessary. It's difficult currently because it's a bottle neck for bikes who have to avoid pedestrians and pedestrians who get clipped by bikers even though they are standing off to the side. Even if the street light path cut ins are eliminated as a result, it would help a decent amount.
542455	Coming from NYC, seeing how reliable, clean, and accessible the metro system is here in DC was amazing. I love taking the metro and would love to see a metro stop in Georgetown one day soon.
542455	Georgetown needs a metro stop
542456	I think the Circulator and current buses running through Georgetown suffice. I do not wish to see a Metrorail station in Georgetown
542706	Lack of metro access to Georgetown is my single greatest driver of car trips that could be rail trips right now.
542714	Better access for personal modes of transport, like car and bike parking
542743	Safety, pedestrian-friendly routes (e.g., avoiding noise and particulates over Key bridge).
542747	There needs to be a separate metro stop for Georgetown
542747	A metro stop in Georgetown
542757	Reduce on-street parking on M Street
542761	A Metro stop closer to where I live in the Maryland suburbs.
542787	Getting across the bridge during rush hour and driving on M most times of the day gives me hives. It would be great to have a bridge that didn't go through the pretty parts, so they can be an enjoyable destination rather than a thoroughfare.
542795	Fresh air and views
542829	Please address the rodent issues at parks in Rosslyn and G'town Waterfront. Rats run around during daytime
542876	Georgetown needs at least one Metro stop.
542988	A GTwn Metro Stop would be nice, but OK, just bus for now
543315	easier parking

543405	Silver Line route to go to Rosslyn the same, but then to a new Georgetown stop, a new Dumbarton stop, then connect to the Red Line at Woodley Park then to the Green Line at Columbia Heights, to a new stop at Children's Hospital, to the Red Line at Rhode Island Ave, to a new stop at the intersection of Rhode I and South Dakota, a new stop at Mount Rainier Circle, a new stop in Hyattsville, a new stop at the Riverdale Park MARC station, finally ending at the College Metro station
543984	I don't mind taking the bus to Georgetown but it's slow. Increasing bus priority in the area would be a useful step.
544072	I usually use the GUTS bus to get to the Hospital
544072	Multimodal: I often use the streetcar and Cabi to travel to Georgetown
544074	If it's being considered, I wouldn't bring a Metrorail station to Georgetown.
544078	We need to extend the DC Streetcar east to the Benning Road Metro Station and west to Georgetown. The 22-mile priority streetcar network has not been abandoned.
544078	Streetcar extension east to Benning Road Metro Station and west to Georgetown.
544120	Removing as many single-occupancy vehicles as possible.
544143	I would like to see the streetcar extend to Georgetown
544144	Extend the streetcar
544162	This study is all about transit access, but you all should really focus on options to add bus lanes/better transit as well as connect Georgetown to DC's low str network. E.g., DDOT is building protected bike lanes on PA Ave to 22nd St, but how would someone continue a trip safely & comfortably by bike or scooter a rest of PA Ave and M St? Connecticut Ave & 20th St. in Dupont will have protected bike lanes, but how does someone get further west across Rock Creek Pa bike?
544162	Taking a bus to Georgetown takes forever, because every bus sits in traffic caused by so many single occupant cars. Need bus lanes and less convenient driv options to Georgetown
544162	If Georgetown is an employment hub, then people from across the city and region need to be able to get there quickly and reliably. That can't happen today convenient car access has been the only priority at the expense of safe bike/walk trips and fast/reliable bus trips
544162	need dedicated bus lanes for this, not just during peak, but during off-peak times, when service is even more unreliable
544162	Remove car lanes on major streets and repurpose that space for full-time bus only lanes AND right next to them, protected bike/scooter lanes. Driving is toc Georgetown at the expense of all other modes.
544163	Get rid of some/all of the parking on M St and make it into a bus/bike lane
544165	streetcar from East of the River all the way to Georgetown would be great.
544165	streetcar from Benning Road metro to Georgetown
544170	Streetcar access from Minnesota Ave Metro would be preferable. Right now, we generally avoid the area as the only easy way to get there is a personal veh parking is a nightmare.
544170	Streetcar access from Minnesota Ave as originally planned with the streetcar.
544182	DC Streetcar extension to Georgetown would be ideal!

544199	Rather than metro why not bring back the 37 mile streetcar plan and include a dedicated lane for buses and streetcar. That would be far less expensive than line underground.
544209	I'd like to see the streetcar considered as a transit option!
544249	I would like to swing from Georgetown to Union Station and H street with ease
544256	Equitable access to all parts of DC
544256	Additional routes for work and school travel to Georgetown
544256	Shorter travel commute times is necessary
544256	Reliable public transportation for all areas of DC
544256	Service must be available 7 days a week
544326	I have studied and now work in Georgetown having lived in Arlington the entire time, and mostly have bike commuted. The bike options are good, give or take harrowing M Street is for biking but the streets north of M Street are fine for biking. The CaBi stations are great. A metro would be good but I genuinely don't know where it'd fit?
544362	You need parking for vespas/scooters for work, not two-hour capped. That is a big barrier right now
544364	Metro rail is not my preferred solution. What I would really like to see is the Streetcar extended as planned from Benning Metro station all the way to Foggy Bottom or the edge of Georgetown. This would deliver a lot of the same access with much lower cost. Tunneling underground is insanely expensive. Moreover, the cost of the streetcar will be lower. And connecting neighborhoods in the east end of the city to Georgetown directly would make sense for workers but also equitable
544428	A metro station in Georgetown. I realize this is shooting for the moon.
544493	A gondola is still just the dumbest idea. Truly. If that is what this is for... no. Get cars off the key bridge and M Street by taking away lanes and instead putting either BRT or a streetcar or something, but a giant gondola that leaves everyone at the bottom of a giant hill (and the exorcist steps) is another giant middle finger to anyone not traveling by car.
544493	Isn't the streetcar supposed to go to Georgetown eventually? I would highly support a streetcar going from H St. to Georgetown, as has been planned for over 10 years.
544493	Removing cars will really help with this.
544539	Build the streetcar to go from ward 7 to George Town, that will solve a lot of problems.
544685	Please add Light Rail, Streetcar, or BRT from Benning Road to Georgetown.
544685	Streetcar, Light rail, or BRT service from Benning Road to Georgetown to Roselyn would be helpful.
544710	Ease traffic congestion at choke points such as Key Bridge, M & 33rd Street, and M & Wisconsin Ave.
545016	More buses
545296	M St. and Wisconsin Ave. intersect metro stop is ideal.
545296	There are bunch of workers worked until late hours. More frequency and late hours is a form of equity.
545338	Don't limit considerations to transit. Please take those who don't live near Metrorail but can access Georgetown by foot/bike into consideration. Thank you

545338	It should be safer and easier to access Georgetown on foot/bike, etc. from nearby neighborhoods. Community leaders should advocate for projects like trail improvements along the former streetcar r-o-w from Georgetown to Palisades and protected bike lanes where possible.
545380	We need a Metrorail line up Wisconsin Avenue and across M Street!
545402	The K Street Transitway should be built and extended onto ***M Street*** in Georgetown. Go all-in on making Georgetown like Europe. M Street is so host all the cars, and it could be so good if we'd have vision about reclaiming it from them.
545426	Build Metro to Georgetown. Add bus lanes to Street. Add protected bike lanes to M Street.
545433	Pair it with high density housing. Otherwise, it's not worth it on its own
545433	Equity, defined as pairing Georgetown metro stops with high-density residential housing
545445	Now that we have 14th Street and the Wharf, no one goes to Georgetown anymore because it's too difficult. If you want Georgetown businesses to succeed have to make it an easier place to get to and a more pleasant place to be. Build safe bike paths/facilities on Wisconsin and M and perhaps some bus lanes. V would really make the area a paradise is pedestrianizing M Street and turning it into a large park/promenade, but I doubt you have the vision or courage to
545445	Safe, protected bicycle infrastructure. It is a short bicycle ride for me, but extremely dangerous because M Street is a death trap. I limit my trips to Georgetown restaurants and businesses because it is so difficult to get there.
545456	That metro loop extension is badly needed for a number of reasons. Please do not let budget limitations restrict this project. When did America become so unambitious? We put a man on the moon!
545456	Need a rail stop ASAP!
545467	Gondola!
545467	Gondola!
545522	Your survey should have included the palisades trolley trail....from Palisades to Georgetown. <a href="https://ggwash.org/view/71177/this-former-trolley-line-is-clos-becoming-a-walking-and-biking-trail-from-the-palisades-to-georgetown">https://ggwash.org/view/71177/this-former-trolley-line-is-clos-becoming-a-walking-and-biking-trail-from-the-palisades-to-georgetown</a>
545529	To be serious about providing transit access to Georgetown, it is necessary and simplest to provide bus-only lanes to the routes that currently run to George (Rosslyn and K Street Circulators, 30 buses, etc.). Taking two lanes from the current roadway for bus traffic only is a no-brainer.
545529	Permanent Bus lanes
545775	A Metrorail option that goes closer to Georgetown would be ideal.
545791	Bus
545795	I live just off Wisconsin Ave away from a Metro stop & have good bus service to Georgetown, so I can't personally comment on Metro connections.
545803	Wider sidewalks and deprioritizing personal vehicles would make traveling in Georgetown even easier
545820	The Trolley Trail is a missing opportunity for better, multi-modal accessibility. GU needs to stop using their power to thwart this project.
545867	Nnbbbbbnbnxncnfnfnfn

545872	Improve the trolley trail from the MD line to Prospect Street, NW
545872	Improve the old trolley right of way into a paved multi-modal trail. It runs from Sibley Hospital to GU and a bike lane could continue on Prospect Street straight to Wisconsin Avenue!
546159	Have you done equity studies on this? I feel like increasing bus service would make more sense, but that would likely not get as many tourists as Metrorail would.
546178	Metrorail is unnecessary in Georgetown. Bus service from metro stations is more than enough.
546228	ability to park in campus garage
546905	Pertaining to Georgetown Univ, it is critical to also look at connections between the Metrorail and different parts of campus (north, south, east, west). There is only one univ transit center (located on SW campus), which is not nearly enough to provide safe, efficient, and accessible commuting options for campus - particularly considering the costs associated with working at the university.
546905	Efficiency: I must use a combination of walking, Metrorail, and bus in order to get to work (1.25 hrs.). The amount of transfers is incredibly inefficient and leads to greater travel times. There are no transit centers on the east side of Georgetown University, which is where my office is located (university transit center is on west side of campus). The combination of transit center location and lack of efficient transit options leads to an increase in commute times.
546938	No
546980	I believe adding Metrorail would take too long to complete and it would be too costly. Georgetown needs increased transportation options much more quickly than that since it no longer attracts the foot traffic that it once did. It also needs a reduction in vehicular traffic to provide a more pleasant /safe experience for pedestrians (shoppers/outdoor diners) and cyclists, and easier/faster buses and/or streetcar. Sidewalks are not wide enough, outdoor dining is often limited, and it is impossible to walk to work.
546980	Extension of the streetcar from Benning road metro to Georgetown as originally planned. Increases equitable distribution of transportation options for residents, improves EOTR and improves public transportation to and from Georgetown across the entire east-west corridor. Presumably it would also take less time and lower cost to implement than underground trains.
546989	At rush hour, Georgetown is so congested with cars, with little dedicated space for transit, that it makes public transportation often infeasible if you want to get anywhere on time. By the same token, a lack of safe dedicated bike infrastructure makes the last 1/4" mile of my work commute the most dangerous part of every day, as I enter Georgetown. I've already been hit by cars twice in Georgetown...
547010	Not space for people and transit, not cars would make Georgetown better.
547010	Dedicated bus lanes
547993	Clean, safe
547993	What does Equity mean in this context? Cost?
548818	Please add a Metrorail stop in Georgetown.
548827	Many of these questions asked about improving Metrorail/Georgetown connections with existing stations, and I think that's a fundamental problem. The issue is even getting to any of those stations requires a transfer or at least 15 minutes of walking. Georgetown needs direct metro access.



548834	I live 10 minutes away from Georgetown by car but choose to take two buses to work (even though it takes 45 minutes each way) because parking in Georgetown is so expensive. Georgetown's lack of decent access by Metrorail/metrobus comes off as elitist and is frankly depressing to see and experience.
548834	Less car traffic/congestion. The bus can barely make it down M St between all the traffic, the rideshare drivers and others double parking everywhere, and the timed lights. Having a dedicated bus lane would also help immensely.
548842	I was wondering if in the future the waterfront and water taxis might provide more frequent services to Georgetown. Living in Alexandria, my ideal commute would entail riding my bike to Alexandria waterfront and taking a water taxi to Georgetown.
548853	I really wished the Metrorail went to Georgetown in any capacity.
548866	Expansion of the streetcar to Georgetown would be the best method of public transportation for people in the Eastern sections of the city to get into Georgetown (including East of the River)
548898	Express routes
548927	I support the Georgetown/Rosslyn Gondola as a sustainable and attractive option for transportation.
549030	The streetcar needs to be an option to connect Ward 7 to Georgetown.
549030	Easier way to connect ward 7 to Georgetown
549142	My husband and I happily walk to Georgetown from our home in Court House, but a Metro stop in Georgetown - ideally up Wisconsin Ave - would be a game changer.
549326	Make the walk pleasant and it doesn't need to be fast! The views from Key Bridge are stunning. If it was more pleasant, it would be a tourist attraction itself out at least 1-2 lanes of car traffic and convert to dedicated and separate pedestrian and bike lanes. 2. Add shade and better night lighting 3. Add scenic overlook Have a dedicated bus lane on key bridge 6. Tear down Whitehurst! And Limit private cars to 1 lane maximum.
549326	A really pleasant walk on Key Bridge. With more shade, more width for pedestrians, and more separation from cars, the walk on Key Bridge would be so enjoyable it would be a destination itself.
549326	Key Bridge is dominated by private cars with no dedicated transit, and 2 tiny slivers for bikes and pedestrians. Why? It should be split evenly with equal area 1. pedestrians, 2. bikes, 3. Transit, 4. Private Cars.
549354	4. Ratings is not working
549367	Gondola
549369	I go to Georgetown for religious services and for medical visits, choices not included in your survey.
549373	Safety and reliability are much more important than expansion. Fares should be reduced. Hours need to expand. If you want people in Georgetown to use it then the Rosslyn station need to take advantage of opportunity to access the platform through Waterview condos. It would be a huge improvement for access to Georgetown.
549373	cheaper fares
549391	Improved safety (from crime and vagrants, not operational safety)
549393	There need to be better micromobility/bicycle connections between the M St. corridor and the Key Bridge multi use paths. M St. is not built for people on two wheels and the connection to the bike/scooter lanes on K St. is not intuitive or very safe.

549396	I absolutely love the idea of improving Metrorail access for Georgetown and would support it wholeheartedly. Please do not construe my support for Metro support for the gondola. that is the silliest most underproductive and distracting project EVER! More Metrorail, including a second tunnel/entrance at Rosslyn Georgetown. That is our future. Thank you.
549429	Bus, subway, walking are all options I would consider but would weigh the cost and timing of doing any of that with driving.
549429	Ease of use and easy to understand how to use mode of transportation, especially if it's a bus. For example, questions about how often it runs, where the stop is, how much it costs, various ways to pay, etc.
549456	The pedestrian and bike trails on the Rosslyn side of the key bridge are very good, but once over the key bridge into Georgetown, it's pretty hard to get down to the waterfront, and all because of one thing: STAIRS! Please try and come up with an accessible, stair free connection from the key bridge down to the waterfront.
549498	I can easily walk to Georgetown from the Arlington/Courthouse area BUT the biggest obstacle to me walking there more often is the unpleasant walkalong I-495 Highway. If the sidewalk were wider and there weren't that ugly wall along part of it, I would walk there more often.
549543	Biggest impediment to Metrorail access is lack of a station. Without that, the second most impactful measure to me would be to dedicate more street space to cars and/or bikes. This would speed the transit commute over the Key Bridge, M Street, or Wisconsin Avenue and make travelling by bus or bike to Georgetown more reliable.
549543	The biggest impediment is that there is not a Georgetown metro stop. The closest metro stop is far away
549549	Sidewalks are too narrow to comfortably accommodate bikes and pedestrians, but there are still tons. Would be good to make it easier to access the waterfront from key bridge.
549586	I worked at Georgetown hospital in 2013. I ended up quitting bc the commute was horrible. It was impossible to create a workable solution. Traffic over the bridge is terrible for morning commuting.
549590	They need a metro stop at the other end of Georgetown near Key Bridge, or near Wisconsin Avenue
549645	Don't pretend that a bus, or "rapid transit" is comparable to rail. It isn't. At least one, two would be better, rail stations are needed.
549645	Columbia Pike train service, either tunnel or elevated.
549696	Better parking available
549760	Georgetown residents took a very myopic view when they disallowed a Metro subway station decades ago. It's not too late to correct that monumentally idiotic decision
549874	We need a metro stop in Georgetown!!
549950	Unfortunate that G'town residents chose not to have metro initially.
550009	dedicated limited stop service to Georgetown
550278	There should be a metro stop in Georgetown
550342	Efficiency
550602	Make the law center GUTS bus more frequent and more often stop at the Capitol.
550647	metro rail station in Georgetown is needed
550699	I would like non road based transit between VA and Georgetown.

550824	The DC Circulator is not reliable (Rosslyn-Dupont line). I would appreciate a Georgetown metro stop.
550970	I know this idea seems to never gain any traction, but I do think the gondola between Rosslyn and Georgetown is genuinely one of the best transit ideas for improving the transit connection and raising revenue through increasing tourism/visitation. Having lived near and used the Roosevelt Island tram in NYC ma I know how successful and beneficial it can be as a form of transportation in harder to access areas.
551069	While a gondola would be great, this Zip code could use a metro station close to Georgetown Uni
551081	Metro line in Georgetown
551196	Cheap
551197	Please see missing link comment in survey section that ranked top 5 of importance. For those who work late night and non-standard hours...we are forgotte to take Uber (not an option for me). We need a solution NOW.
551197	Need crosstown bus with no Xfer for Sidney Harmon Theater, Cap 1 Ctr, Nats Park (one xfer not two)I would also have to walk from Rosslyn metro 3/4mile u night (midnight) in a sections that are secluded and dark/wooded which is not safe for anyone. Give me a 55 bus (stops one block from home) that runs mo frequently late night so I don't have to wait an hour or even 30 minutes when I can walk it in 15-20 minutes. ***THIS IS MISSING LINK - GETTING HOME SAF FROM ROSSLYN METRO***
551222	Easy access on the Virginia side -
551356	Safe rides to metro
551398	A Metrorail stop in Georgetown is long overdue and would be a gamechanger for the many people who live, work, and go to school in the neighborhood.
551398	Having a Metrorail stop in Georgetown would be a gamechanger
551400	The most significant tool to improve access immediately would be for Georgetown to join the WMATA U-Pass program.
551408	We need free Metrorail cards for students!!
551418	please consider bringing a GUTS bus further into Virginia- I can't afford to live in the District, and I hate having to take the metro to Rosslyn then the GUTS
551418	having the Arlington GUTS bus go further into Virginia- not everyone lives where the bus goes! thanks!
551418	always leaving on the time listed- not earlier and not later would be really helpful
551423	Having a Twitter account or something for GUTS so we know where in the hell it's going to be stopping for pickup would save me a lot of running and misser
551424	Maybe a bus from certain metro stops?
551435	The bus connections between Metro stations and Georgetown can work well but the buses do not run frequently enough and are often stuck in traffic on M Buses need to be given greater priority.
551437	Wish there would be a metros-stop between Rosslyn and Georgetown.
551441	A direct transit route of any kind originating near AdMo
551471	Improve signs, make shuttles and buses more readily available, make it possible for people to connect from Tenleytown to Georgetown (buses go down Wis Avenue but then you need to walk entire P street, which is hard on a winter or rainy day).

551475	Parking
551480	Build a metro rail station in Georgetown
551483	Bus Drivers in this area are astounding, being able to navigate the tight spaces, but there have been multiple times I've been driven past even while at the bus station. Attention isn't it, but it's frustrating, nonetheless. While it would be GREAT to eventually have a Metrorail stop in Georgetown (I know that's likely unrealistic...) it would be great to have a dedicated Georgetown-esque Metro Stop like Dupont Circle where shuttles move frequently enough between Georgetown and the station.
551499	Find ways to reduce the cost of metro rail!
551499	Reduced price
551511	Because traffic is so heavy in Georgetown, more buses trying to navigate the M St corridor doesn't seem helpful. I used to use them when I lacked other options, but it's so painful!!
551532	There is one bus that goes from my neighborhood to Georgetown, and it only comes every 30 minutes. If I miss the bus, I have to walk in order to get to my destination. Having a Metrorail station would give me another way of getting there that is more reliable and frequent.
551558	Metrorail stop in Georgetown please. This would make it so much easier to stay here long term instead of moving to Virginia for easier access to downtown.
551577	Make biking in Georgetown safer by adding a couple of dedicated bike lanes (i.e., separated from traffic like the lanes on 15th St NW), one north to south, one east to west.
551577	At least one of the north->south streets in Georgetown (ideally west of Wisconsin Ave) needs a dedicated bike lane. A dedicated bike lane for east-> west would be great.
551672	I literally will not go to Georgetown unless I absolutely have to for the sole purpose that it is horrendously difficult and inconvenient to get there. Plus, it's expensive to go there by bus every day.
551715	I would also like more parking spots to be available in Georgetown area.
551721	It must be improved.
551736	create a metro stop or two within Georgetown
551756	I will be explicitly moving out of the Georgetown area (I live in Glover Park, so it's kind of Georgetown and kind of not I guess) after graduating from grad school because of transit problems. I would love to stay in the Georgetown area because I love living here but I can't afford current modes of transit and because the cheaper modes of transit (like walking, waiting for buses to go to a rail station, etc.) take way too much time and eat up my day.
551769	Near term, Capital bikeshare stations in Georgetown would be convenient, especially along M Street near the north end of Key Bridge to allow commuters to cross the bridge from Rosslyn into Georgetown and be able to drop their bike at convenient stations without having to go up the hill to 37th and O St or down to Potomac St. Also, perhaps subsidized or very affordable scooter and e-bike options with dedicated bike lanes to allow for easier access from Rosslyn and Bottom.
551832	No
551864	Want metro stop.
551906	Real time bus times

552075	Honestly, there is no reason there shouldn't be a metro stop here in Georgetown. It would infinitely make the lives of most people who live and work here e Additionally, while some portion of residents might complain, I think if you holistically take into account everyone who works, lives, and goes to school in Georgetown, the vast majority of people would like to have a metro stop here.
552397	The connections are decent but they get mired in traffic. Please work with DDOT to decrease car use in this area, reduce lanes and widths, and give buses hi priority (e.g., priority bus lanes)
552397	You're only going to get this if you decrease traffic on Wisconsin and/or M Street. For the buses to move faster, you need fewer cars.
552458	Circular bus-no charge, come higher up in Arlington (i.e., to courthouse station up Wilson and down Clarendon) The steep hills in Rosslyn take the fun out a over to Georgetown)
552543	I would regularly use a Gondola from Georgetown to the Rosslyn stop. I do not understand why this survey excluded this option.
552543	I am interested in the Georgetown-Rosslyn Gondola connection to the Metro. It should be built BEFORE Georgetown metro stop.
552588	Your questions do not consider retirees. Not a very well thought out questionnaire in my opinion.
552588	If the metro line isn't the red line, I won't take it to Georgetown. So, the answer depends on what line it is.
552595	M Street is horrible. It's unpleasant to walk/shop/dine due to car traffic. I live in West End, very close, but I will always try to go to Dupont, Foggy Bottom, downtown, etc., if I can avoid M Street. Eliminate street parking. Redirect traffic around it. Make it Bus/Bike only
552606	I appreciate what the Georgetown BID has done for the pedestrians on M Street, in extending the sidewalk. But now what is missing is a bike path on M Stre too difficult to go down the canal or up Prospect Street to travel east / west
552606	Equity will be achieved with extended hours to serve those who work long hours in restaurants or cleaning or other work, with short wait times, and securit
552690	Safety
552735	There should be a rail stop in GU. It's unreasonable that we still don't have a stop at GU.
552753	If possible, to add an alternate metro route that connects to the red line, that would be the best option
552755	A metro stop directly to Georgetown University would be awesome since so many people travel there for work or school.
552761	You left out church (and synagogue) as a major destination in Town-from all sectors, not just home.
552774	The thing that would help improve access the most is having a metro stop IN Georgetown, walking from Rosslyn & Foggy Bottom is quite indirect and not pe friendly.
552804	i don't really care for Metrorail in Georgetown. I'd much rather support other avenues of transportation. By the time i get to Rosslyn i don't care to take a bi Georgetown because the walk isn't very long. But the shuttle would be easier to take if it was actually the bus line that went around Georgetown further int Wisconsin instead of transferring again. Dupont is accessible from other routes/lines so not as much priority.

552804	accessibility, like being able to transition between metro, bus, scooter, bike easier with more bike lanes and easier walking. It gets so crowded that every co option becomes frustrating. Prefer to remove street parking and reduce traffic congestion with building bike lanes or expanding walking area. Bus is fine, rel route easy to understand.
552835	not allowing bikes on the pedestrian bridge--they go by really fast and are dangerous to pedestrians! if bikes want to cross the bridge, they should use the r
552848	Metrorail access to Georgetown
552918	no
553033	no
553085	Please fix the bump on key bridge on North Lynn St. I will help if you need
553085	That big bump on the key bridge when you are driving onto it on North Lynn St. in Rosslyn to Georgetown, it sounds and feels terrible to drive over especiall far right lane.
553091	Rickshaw or personal jet pack
553178	We need more one-seat rides, but WMATA has been cutting one-seat ride options. For example, I live on the southside and used to have two different one- options to Georgetown, Metrobus 30N and 30S. However, WMATA just cut them and when asked about how people from this side of town would get to Georgetown we were told, "Take the 32 or 36to downtown and transfer to the 31 or 33" requiring a transfer will deter people from visiting.
553178	Less transfers (one-seat ride)
553256	It would be wonderful to have a metro stop in Georgetown or in the neighborhoods north of Georgetown.
553309	Pedestrian High danger!
553413	Free shuttle operating in a loop through Georgetown
553831	Bring on the Gondola!
553831	GONDOLA!
553907	I mainly walk from Rosslyn to G'Town, so I am concerned about pedestrian safety, especially since bikers are not always courteous. I would prefer that pede and bikers have separate paths/lanes.
554084	Extend the streetcar to Georgetown
554084	Streetcar to Georgetown
554084	Add streetcar as transportation option to Georgetown
554199	Need more metro access to Georgetown
554221	metro stops in Georgetown near the waterfront, M Street, and upper Wisconsin Ave would be amazing!!
554424	Metrorail stop in Georgetown would be the best, not improving access from a nearby metro stop
554426	We really need a Metrorail stop that comes into Georgetown. It will be beneficial for commuters, for shoppers, for visitors.
554427	More laws are needed to protect walkers who are vulnerable to bicyclists and scooter riders. Plus, address urban trash of scooters.
554430	Something equidistant between Rosslyn and Dupont would be ideal.
554438	More reminders about bike safety for drivers espole JBFC doors.

554446	It's just a huge pain to have to wait on the metro, get off the metro, wait on the bus, wait in traffic on the bus, and then walk from the bus stop to my office next to the key bridge boathouse). Georgetown should offer more free street parking options for those who work in the area.
554446	Actually, having a dedicated metro station would be nice.
554449	We were able to get from our destination to "Georgetown" via Foggy Bottom or Dupont Circle BUT bus system was horrendous. Never showed on the wheel the evenings.
554455	No
554518	I live right at the Foxhall-MacArthur Blvd fork. I like using e-bikes and e-scooters to get to Georgetown/Rosslyn/Rosslyn Metro but Canal Rd is hairy: the side too thin, it's only on one side of the road, cars go fast and sometimes, the apps don't even let you power your device there. It's crazy to be so close to Georg but feeling like it's safer to drive.
554591	make buses safe at all hours
554591	safety for women
554602	Rosslyn to Georgetown MUST be improved.
554665	I don't think we need a metro in Georgetown. The bus is great. I think more capital bike share stations would be useful around the parks. I am always up for improved bike lanes and walking paths.
554896	Even with a Metro connection, I need to be able to drive and park in Georgetown as a resident going to pick up kids and groceries.
554896	Better parking and less congestion from Streeteries.
554908	Safety and speed is most important to me, as it would be how I travel to and from work every day. Also, having a connection that is weather-proof (i.e., not walk or bike from DuPont when it's snowing/raining/etc.).
555004	Updating the elevators at the metro stations to the slightly larger styles, and updating crosswalks, would go a long way to improving things with metro in the around Georgetown
555429	My top "other" concern is feeling safe from muggers when I'm walking to/from transit and waiting at a stop. Take the Gondola proposal and/or Key Bridge to seriously- unacceptable to continue doing nothing while awaiting funding and construction of a tunnel.
555523	A Georgetown metro stop is a must.
555589	No Gondola please!
555691	Please also look into connecting the Rosslyn and Georgetown waterfronts!
555691	Water access
555695	Improvements to the Circulator Bus are the low hanging fruit, not a gondola, not a new Metrorail tunnel (unless we truly return to a pre-COVID world, which not).
555695	Extension of circulator into Arlington
555701	More direct pedestrian/bike connections across the Roosevelt Bridge between Rosslyn and Foggy Bottom would also benefit Georgetown. It would help elin the Potomac as a cultural barrier.
555757	I like to walk to and from Georgetown when I can and will take the bus (including 38B or Circulator) when I can't
555985	I would love to see a light rail service Georgetown, connecting the area across both rivers (the Potomac and Anacostia)

556010	i believe a pedestrian/bike bridge will provide frequent, fast, and SAFE access between Rosslyn and Georgetown. especially if designed with some protection wind driven rain.
556010	more bike and pedestrian lanes. a new pedestrian/bike bridge.
556045	Gondola please
556050	I think we already have very good connections between Gtown and Metrorail. But we need more help from Traffic Police during rush hour.
556050	More traffic cops during rush hour because disrespectful drivers cause gridlock, which discourages people from going to Georgetown.
556058	Add gondola
556061	I live in Georgetown and commute to Federal Triangle. I take the bus right now, but it is slow and infrequent. I would ride the metro everyday if there was a Georgetown. I also would love it if the parking situation near my home was a little easier on the weekends when everyone drives here. A metro stop would as well.
556064	Gondola please
556141	I was surprised when I moved here that there was no Metro stop. I use the L2 bus where I live but mostly just walk to Gtown. I would move my law office to there was a Metro stop.
556144	Strongly oppose adding a Metro Station due to ridiculous cost. Why no mention of gondola, which is a popular option worldwide except USA.
556430	N/A
556435	Busses are great except for traffic jams.
556440	Clean up Key Bridge and sidewalks to make it safe to use all the time. Garbage/glass make it dangerous to walk. Plus, rental bikes and scooters block the sidewalk. Aggressive panhandling is scary.
556456	there is a huge bump where Arlington connects to the Key Bridge That takes the air out of people's tires. The bump is because the bridge is not even with the ground. Especially in the right lane. Fixing that would improve traffic
556469	Metrorail stop is crucial
556474	DC's Connector and bus weren't specifically addressed the way Metro was. I'd rather use them as I work in West End.
556482	The key bridge needs to improve its pedestrian, bicycle, and scooter options. It's a dangerous free for all now that makes it a gamble to commute to George
556504	Metrorail and better Metro/DC Circulator bus connections are a priority. Then there should be a focus on micromobility lanes and bike lanes. These four types of transportation will be served by having a dedicated bus line and dedicated bike lane. Please get rid of the gondola idea as it has NOTHING to do with improving transportation. It's a point to point short term glitz item that will cost taxpayers a lot of money and not provide the real services that are needed for Georgetown and Rosslyn.
556516	There are far too many cars in Georgetown. Crossing streets along M St is often unsafe due to the traffic congestion. The congestion causes drivers to be much more hostile toward pedestrians. I would love to see M St closed permanently to vehicle traffic.



556554	1) More stops in Rosslyn (e.g., up Wilson/Clarendon Blvd, across to Ft Myer Heights) 2) A way to cross the Potomac between Rosslyn and G'town without de with the traffic on Key Bridge
556590	Should make public transit free
556604	I work on Georgetown campus so I rely on the Georgetown shuttle. I also use the circulator often. I believe the circulator should remain free. I think a Metrc in Georgetown would benefit many.
556614	I would use the Metrorail in Georgetown in order to access the rest of DC, my neighborhood does not have a Metro stop, and it would be nice to have one c and easy to access by foot
556625	If a metro station were to be built near Georgetown University, so many students would use it! This is a major source of untapped income at the moment. It also greatly benefit all at the University by facilitating transportation.
556652	Please add more public transportation to integrate Georgetown with the rest of the city!
556661	There are some important (and easy) pedestrian/biking improvements that could be made. For example, the crossing at Q and Massachusetts forces pedestc detour from the most direct route, adding a noticeable amount of time to the walk from Georgetown to Dupont Circle Metro. It was a huge missed opportu remake the Rose Park trail and not widen it for bikes or add a curb cut connecting to the M Street cycle track.
556707	Strongly opposed to any new metro stop closer to Georgetown. Would much prefer dedicated bike/walking path to Rosslyn
556915	I have been walking to Georgetown from GWU Metro. Having a free car service from GWU Metro into Georgetown would help. Cost for car service would b than revenue gained.
557279	It was a big mistake not to install a Georgetown subway stops years ago. There should have been one at M and Wisconsin and the other at M and 28th near of Pennsylvania Ave. Our traffic and parking problems in the neighborhood would have been lessened over the years.
557309	I'm not interested in transferring from Metrorail to another mode to get to Georgetown. Make the existing one-seat rides better or provide new ones.
557331	I take the Circulator but have to wait so long many times. Please improve that service it is important to the neighborhood.
557343	Honesty just eliminate parking on M Street and dedicate a lane to self-powered transit. It's astounding that this isn't a pedestrian/bikeway by now.
557343	Convenience. Scooters, ebikes, etc. work well because I don't have to worry about where to park them. Except now I do. Thanks for that.
557375	Emphasize improved public transportation: bus and Metrorail
557378	The site adjacent to the Exorcist Steps should be set aside for innovative transportation solutions. A continuous trolley, raised up in the middle of Key Bridge · Rosslyn is a no brainer.
557382	Metro rail
557392	dedicated safe bike paths please
557428	We do not need a subway/metro station in Georgetown. The Georgetown neighborhood is built on granite, making it difficult to build one here. The blasting take to build a subway would jeopardize the foundations of Georgetown houses.

557461	I hope it doesn't happen!
557461	We've lived, churched, and shopped in Georgetown forever. Now it's so congested and noisy. This was established as a charming historic village. Why try to change the atmosphere and over-commercialize it. Sad for residents who no longer have the pleasure of daily walking, parking, and having easy access to restaurants and shops. These changes are all in the name of commercialism and materialism. Sad for Georgetown.
557484	Connecting Georgetown to Metrorail should be the first step in a broader initiative to connect more DC neighborhoods like Burleith, Foxhall, and so on.
557568	PLEASE PLEASE PLEASE increase the frequency of the G2 and also have a bus that goes straight to Metrorail stops during the weekends—Georgetown's GUT simply does not run on weekends and there is no other way to get around unless you take the circulator or the 38B, which route from Wisconsin, not Georgetown University's campus.
557658	Please build a Metrorail station!
557884	We live in Burleith, so it's close enough to walk to Georgetown.
557914	East Georgetown would be a good location for a stop
557921	Remove ALL street parking! There is enough underground parking. Street parking causes delays.
558072	As a planner in DC from 1972 to 1982, I always found it astonishing that there was no direct Metro access to Georgetown. Old-timers talked about the trolley that serviced Georgetown in the past and linked the city. The story was that O Roy Chalk decided he could make more money with busses than with the trolley system so he destroyed the trolley system.
558094	I am a long-time DMV resident and I remember when Georgetown decided not to get a Metro stop because they wanted to keep "poor" and people of color out. If a Metro stop is somehow added, there will need to be marketing done to let people know that more than just rich White people are welcome. This comes from a rich White person.
558098	Build a metro rail stop in Georgetown. Rich people shouldn't get their way just because they are rich. The water table issue is a crock. Release what Rosslyn water table is, along with Foggy Bottom. Or build light rail like the one on H Street.
558133	No gondola! Gondola leaves too much walking still required and it is hilly walking!
558219	Express buses to Georgetown after crossing 16th Street alighting begins on M Street to Wisconsin Ave up Wisconsin Ave to P Street. Then back
558329	Please have more options. It would be nice to walk less.
558331	GUTS bus on weekends essential
558342	An express bus from Ft Totten to Military Rd. On to Nebraska Ave on to Foxhall Rd then to Reservoir Rd (Georgetown Univ Hospital) may ease traffic and provide a 30/45 minute to the hospital/and workplace.
558679	Build multiple stations in Georgetown.
558679	Subway access in Georgetown.
558683	Georgetown needs access to its own station(s)! Making those in Georgetown commute to Rosslyn or Foggy Bottom is not equitable. I feel extremely limited in my options to explore the city because of the extreme lack of metro. I cannot walk everywhere so I mostly stay local.

558696	Georgetown needs rail service for all as soon as possible. So many residents in Georgetown are disenfranchised from the rest of the city by not having access service.
558964	A metro station or more frequent buses in Georgetown would be better
559074	Georgetown needs a metro stop within walking distance of GU campus.
559910	Equity is extremely important to me in terms of low-income Georgetown students being able to still have access to the rest of the city despite financial barriers
560264	Even the increase of bus route options coming from the Palisades into Georgetown would make a huge difference if the metro could not come into Georgetown bus routes are limited, and the frequency of the buses (G5, G6) is so minimal - sometimes it is impractical because of the infrequency. Would help eliminate it was easier to commute without a vehicle.
560480	Better traffic flow into and out of Georgetown. Always congested entering from the Foxhall/Georgetown U/Key Bridge -- need to rethink. Bottleneck, lights · Coming into Gtown from M Street and Penn is horrible. Need to relook at parking.
560518	Metro in gtown would be wonderful. Thanks!
560547	Make a metro station in Georgetown/ more circulators/ circulator reliability. Also, very few capital bike-share racks in Georgetown
560889	More parking is important for Georgetown and doing away with the sidewalk widening
561641	Not at this time
561921	I'm strongly against the previously proposed Gondola option. Please focus on longer-term Metrorail expansions and safer ped/bike infrastructure and rapid service. I'd be much more willing to take a rapid bus than Metro.
562357	Add a stop in Georgetown!
562390	I would love to see a Gondola option!
562429	Seriously consider limiting cars on Key Bridge and M Street. Designing for cars in such a pedestrian packed area doesn't make any sense.
562724	Less parking more bike lines!
562989	Make sure commuters to/from Gtn are safe from crime. Have police on metro and in Gtn metro station.
563178	From other areas including but not limited to Rosslyn and other areas such as Ballston and Union Station
563306	Please add a metro or other public transportation options from Arlington/falls church/Fairfax to Georgetown!
563460	The circulator is great but should also go from Foggy Bottom metro to Georgetown and with more frequency overall.
563497	I understand that keeping the metro out of Georgetown is a resident preference and having worked for MPD for years I understand the motivation...but it's good look in 2021. I am lucky in that I can walk the 1.5 miles from my apartment to Georgetown, but by eliminating transit options, it cuts off a huge segment population who cannot walk or bike in. By creating metro stop(s) in Georgetown it'd bring in more people who don't want to deal with parking or cabs during hour.
564503	no gondola pls
564561	Metrorail is generally very dependable here and I look forward to having a connection directly in Georgetown.

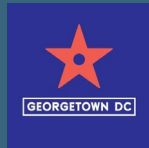
564870	Access from the Rosslyn metro, across the Key Bridge is awful. I've almost been hit so many times. The whole area was designed like a freeway interchange little consideration for pedestrians. The sidewalks are so narrow and the ped lights are so short. PLEASE FIX!
564870	Better bike lanes/pedestrian access from M Street across the Key Bridge. No bike lines on M, short pedestrian lights, narrow sidewalks, the freeway exit on bridge are all problems for pedestrian/bike access.
564948	Georgetown is really only accessible from downtown DC. The Circulator is unreliable and uncomfortable and traffic on the Key Bridge is a nightmare. There is not any good way to get to Georgetown via public transit unless you transfer, skyrocketing commute time.
564951	Is there a possibility to build a streetcar from Dupont area to Georgetown? I would love more reliable transportation that is not slowed by street traffic, but it would take too long to build a metro stop.
564958	I live just west of Georgetown in Foxhall. Canal Rd is by far the fastest and most direct route to the M St. Corridor and on to downtown. My son goes to school West End and I work at 19 & M. I would love to walk or bike this regularly but the sidewalks along canal road are far too dangerous and poorly maintained to use with children. Please make canal road more accessible or consider other access to the west of the park.
565042	We need the Union Station to Georgetown Streetcar ASAP. Also, M Street should be closed to cars and only streetcars to access.
565342	Yes; I am in commercial real estate and have been targeting Georgetown for my next retail concept. We'll likely still open there due to the high concentration of complementary retailers, but our focus group attendees strongly recommended against it because of the limited transit options and terrible traffic.
565354	Just moved to Bethesda. Would love to go back to Gtown area, but parking is impossible. Also, make those bigger sidewalks permanent. So helpful and so nice!
565367	Make it more walkable from public transportation - drastically reduce reliance on cars.
565393	Just build a freaking metro station already. This is ridiculous.
565585	Bus Lanes, Making wider sidewalks permanent
565690	More bus options coming from Arlington
565729	A Georgetown student pass to make it cheaper!
565731	No
565732	I'm interested in how a metro train connection could be developed. The gondola just seems cumbersome.
565787	I don't want more traffic into Georgetown. We have enough crowds and parking problems.
565828	The original DC Streetcar network plan included Georgetown and it still should! While it would be advantageous to eventually expand Metrorail to include a station in the heart of Georgetown, the Streetcar would be easier to run down the middle of M Street. Furthermore: fully protected bicycle/micromobility lanes are all over Georgetown: on M, on Wisconsin, on P or Q, all the way from Rock Creek to Georgetown University.
565829	PLEASE add metro rail stops in Georgetown!
565845	Metro rail isn't needed. What's needed is more frequency of the 38b bus and the Rosslyn circulator. And perhaps a new Circulator route that begins in Ballston and goes through North Arlington corridor and then into Georgetown.

566050	Ideally there should be a metro rail that goes to Georgetown but at the very least there should be protected bike lanes to get to the Rosslyn station. Bike lanes decrease traffic!
566231	Something consistent, and free or pay based on income.
566231	Streetcars that are given priority and don't have to stop for traffic.
566703	Georgetown needs a metro stop. Full stop.
566874	Metro has enough problems getting ridership up so spending billions on extensions doesn't make sense. There are more important things like the gun violence encampments all over DC including by the Georgetown waterfront.
566874	I think access to Georgetown is fine as it is. There is public transportation already. It's going to take more money & disrupt traffic with construction. People who want to get to Georgetown will get there. Just because you generate foot traffic to the area doesn't automatically mean people will spend at the businesses because businesses are expensive. So those that go to Georgetown now are those that intentionally go to spend money at restaurants & stores. Others simply go for their outdoors.
567215	I am using Georgetown for medical needs and helping workshops.
567556	M St and north Georgetown/south Glover Park should be prioritized as "activity centers". Areas like waterfront are adjacent
567648	We need better bike lanes. M Street and Wisconsin are so scary because the drivers are really aggressive.
567919	NA
568219	Additional start stations from closer cities.

# Appendix C. Agency Briefing

# Georgetown Enhanced Transit Access to Metrorail

Agency Coordination Meeting  
August 5, 2021



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# Meeting Agenda

- Introductions
- Background
- Study Scope
- Draft Purpose & Need
- Next Steps



# Project Partners and Lead Federal Agency

## Federal City Council

- Laura Miller Brooks, Sr Transportation & Infrastructure Associate, 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
- Kimberly Vacca, Transportation Planner

## Georgetown Business Improvement District

- Joe Sternlieb, President and CEO
- 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

# VHB Metro DC Consultant Team Members

- Laurent Cartayrade, Project Manager
- Drew Morrison, Purpose and Need/Alternatives Lead
- Darrell Smith, Transit Planning Lead
- Carmen Bennett, Environmental Scan Lead
- Lee Farmer, Agency Coordination and Public Engagement Lead
- Mike Deiparine (SCJ Alliance), Gondola Planning Lead



# Invited Agencies and Stakeholders

## ANC 2E

- Rick Murphy, Chair

## Arlington County DES

- Dan Malouff, Transportation Planner

## Commission of Fine Arts

- Jessica Amos, Historic Preservation Specialist, Old Georgetown Act
- Mary Catherine Bogard, Historic Preservation Specialist, Old Georgetown Act
- Daniel Fox, Senior Advisor, Design Review & Historic Preservation

## DC Historic Preservation Office

- Andrew Lewis, Senior Historic Preservation Specialist

## 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 BID

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

## WMATA

- Shyam Kannan, Vice President of Planning
- Mark Phillips, Principal Planner

# Background: Why are we looking at this?

Georgetown is the largest DC employment center without Metrorail access. In Georgetown, there are 23,000 jobs.

Georgetown BID Area:	13,055
Georgetown University:	6,000
<u>MedStar/Georgetown Hospital</u>	<u>4,000</u>
Total Jobs	23,055

Many of these jobs are service sector jobs in retail and hospitality, and transit times to Georgetown reduce access to these jobs.




# Background: 2016 Gondola Study

- Originated in the Georgetown BID's Georgetown 2028 Strategic Plan
- Funded by:
  - Arlington County and District of Columbia
  - Georgetown University and Georgetown BID
  - Commercial property owners
- Conclusion: Gondola is technically feasible
  - Ridership: 6,500 daily
  - Alignment: 36<sup>th</sup> Street NW to N. Lynn Street
  - Cost: \$120 million to construct / \$3.25 million annually to operate




# Background: Gondola Study focused on Access

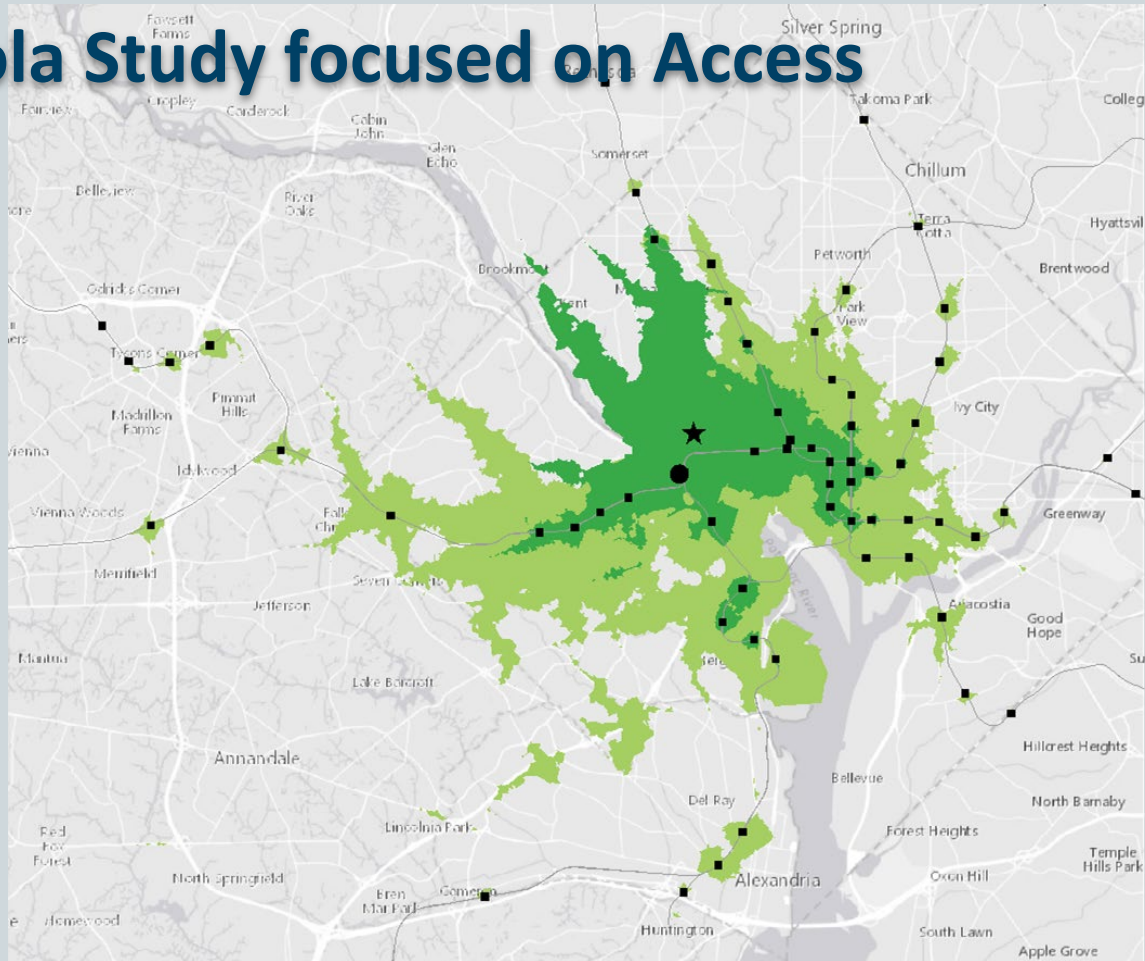
30-minute transit shed  
with and without Gondola

## Georgetown Transit Accessibility

-  30 Minutes
-  Destination: Georgetown Gondola Station
-  Metro Rail Lines

## Additional Accessibility via Rosslyn Gondola

-  30 Minutes
-  Reference: Rosslyn Gondola Station at Rosslyn Metro
-  Metro Rail Stations Accessible within 30 Minutes



# What We Are Doing Now

- 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

# Scope of This Study

- Identify 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



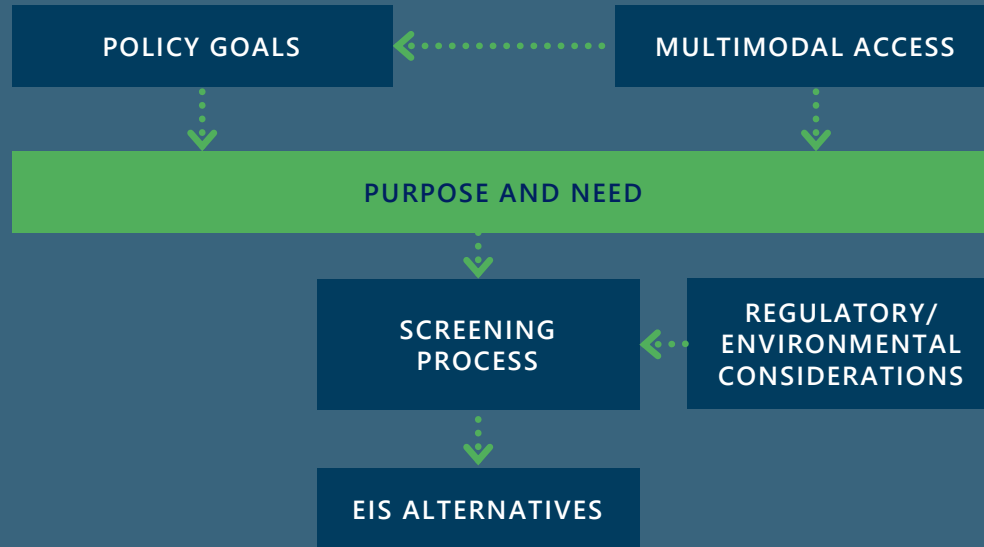
# Study Steps

- Draft and refine Purpose and Need
- Develop and refine alternatives
- Targeted agency and public engagement
- Perform environmental scan
- Recommend alternatives to advance in EIS or advance into design (if NEPA not needed)

# Schedule and Stakeholder Coordination

- One-year schedule (Spring 2021-Spring 2022)
- Coordination Throughout:
  - Stakeholder Meeting #1 (purpose and need): **Today**
  - Stakeholder Meeting #2 (initial options): **Fall 2021**
  - Stakeholder Meeting #3 (refined options): **Winter 2022**
  - Stakeholder Meeting #4 (range of alternatives): **Spring 2022**

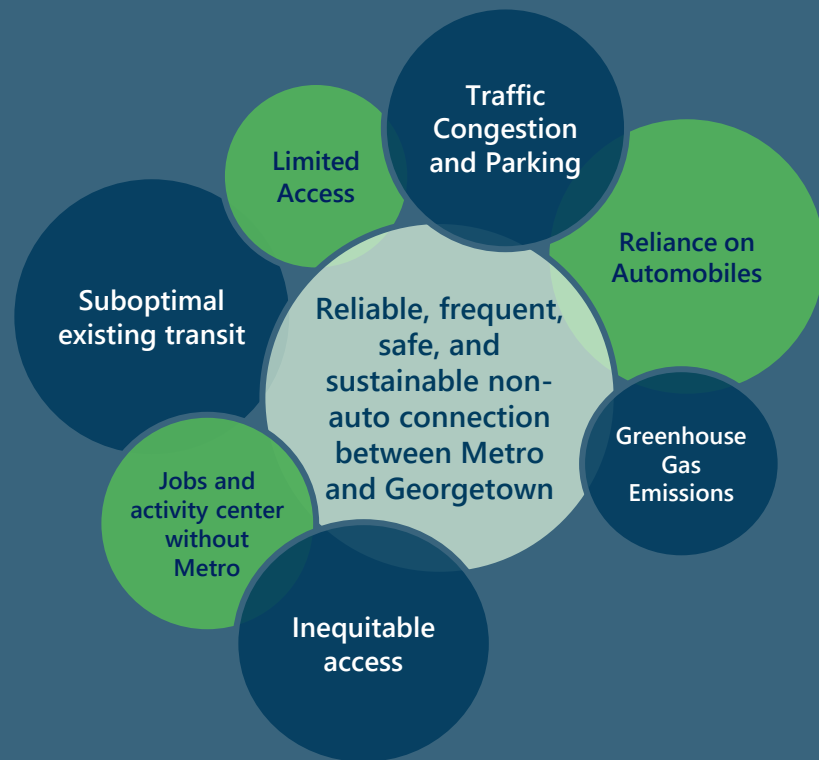
# Purpose and Need



# DRAFT Purpose and Need Elements

## Purpose:

- 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 modes.
  - 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.

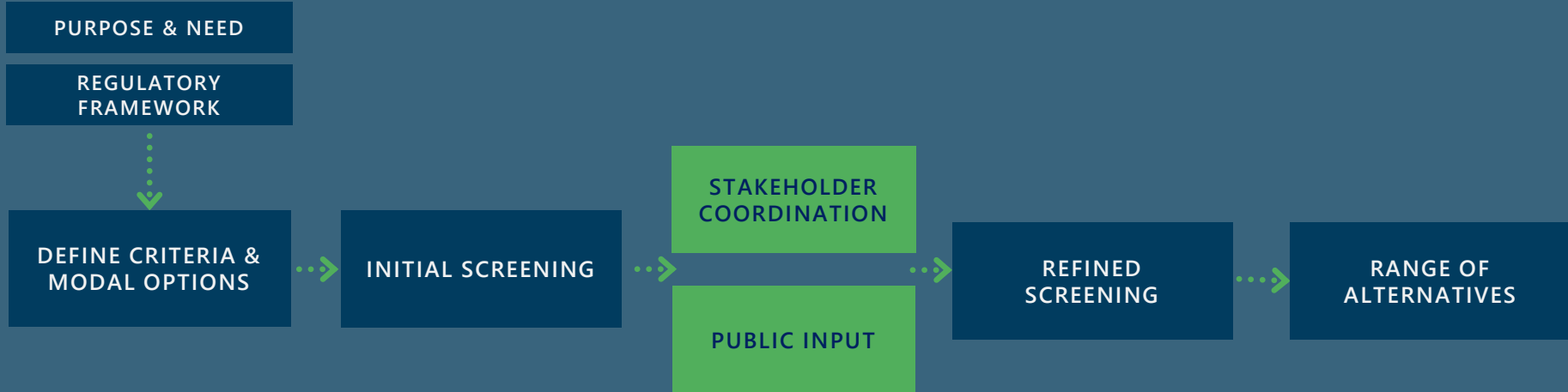


# DRAFT Purpose and Need Elements

## Need:

- Although Georgetown is a **major employment center**, it **does not have a Metrorail station**; this makes traveling to Georgetown burdensome and inequitable for workers who do not own private cars.
- **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**.
- The **limitations of existing connections** to regional transit **make it difficult** for residents of, and visitors to, the District and the greater Washington Metropolitan Area **who do not have cars** to benefit from the employment, recreational, shopping, and dining opportunities offered by Georgetown.
- Improved non-auto transportation options are **critical for meeting** the District of Columbia's **greenhouse gas reduction goals**.

# Next Step: Alternatives Analysis Process



Please provide further comments and input by  
August 27, 2021

Partnership Project Lead:

Laura Miller Brooks

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

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VHB Metro DC Project Lead:

Laurent Cartayrade

[lcartayrade@vhb.com](mailto:lcartayrade@vhb.com)

202-739-9523





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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



Place: Online Meeting  
Date: August 5, 2021  
Ref: Georgetown to Metro Stakeholder Meeting Notes  
Page **2** of **4**

#### **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 (see Attachment). 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.

Place: Online Meeting

Date: August 5, 2021

Ref: Georgetown to Metro Stakeholder Meeting Notes

Page 3 of 4

- 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.