



**Working Group Name: Transportation**

**Meeting Date: 2/23/2012**

**Meeting Location: 441 4th St, NW (1 Judiciary Square), Room 1114**

**Attendees: ~15**

**Main Points/Discussion:**

*1. Large group discussion*

- The group compared the transportation working group's top 25 recommendations ("TRN WG Rank" column in the spreadsheet) to the ranking of recommendations from the February 8<sup>th</sup> Joint Working Group Meeting voting exercise ("All WG Rank" column in the spreadsheet).
  - Of the original top 25 priorities, only 3 recommendations did not align: TRN WG #11 was All WG #36, TRN WG #16 was All WG #37, and TRN WG #17 was All WG #27.
  - The 3 "All WG" recommendations in the All WG Top 25 that were not on the TRN WG original top 25 list were: ID #26 (All WG Rank 25), ID #29 (All WG Rank 22), and ID #111 (All WG Rank 12).
- It was pointed out that if the votes of similar recommendations were combined, the order would be much different.
- Having the list reorganized by topic (i.e. bike/pedestrian, transit, car, and freight), then by goal, then by action might help future analysis.
- Several larger themes seem to have emerged: safety, equity, emissions, efficiency (systems efficiency, not just mechanical), education/behavior change, and enforcement (maybe a tactic, not a theme?).
- The working group identified 2 potential overall goals for transportation beyond the scope of this group:
  - Locating housing, jobs, and necessary services within walking distance of each other to lessen reliance on cars and transportation infrastructure.
  - Organizing District agencies (may make sense to call out which agencies should be involved in which recommendations).
- It may be strategic to call out some near-term actions, especially those that cost little or no money for quick wins.



## 2. Sub-group meetings

- The four sub-groups met to categorize recommendations related to each topic, identify themes, and potentially consolidate similar recommendations. The small groups then reported back; please find their notes below.

- ***Bike/Pedestrian Priorities:***

ID #5 – Better bicycling/pedestrian connectivity and coordination through a connected, citywide bike network

*Other recommendations that can be combined:*

- ID #26 - More bikeways in the form of bike paths, bike lanes, cycle tracks
- Add sharrows and bike signs (to raise drivers' awareness of cyclists)

ID #6 – Bike and pedestrian use is included in all transportation planning metrics through collecting more data on bike/pedestrian usage to improve facilities that support bike and pedestrian needs in transportation infrastructure

*Other recommendations that can be combined:*

- More data on actual bicycle/pedestrian usage to improve facilities

ID #13 – A more supportive bike and pedestrian infrastructure and facilities

*Reword as:*

- A more supportive system of bike and pedestrian infrastructure, facilities, and amenities, which includes sidewalks, wayfinding signs, bicycle parking (including covered parking), showers, lockers, etc.

ID #17 – Provide more comprehensive outreach and education for all road and street users, including taxicabs, trucks, pedestrian, and bicyclists

*Other recommendations that can be combined:*

- ID #28 – Create an education program that explains the benefits of walking and biking, including lower infrastructure costs, commercial and economic benefits, health-related benefits of physical fitness

ID #19 – Efficient equitable allocation of road space

*Other recommendations that can be combined:*

- ID #78 – Streets and sidewalks should be designed to be safe and comfortable for bicycling and pedestrian uses
- ID #79 – Streets and sidewalks should include space or consideration of bicycle and pedestrian facilities, including bike parking and curb cuts; they should be of adequate width to allow for reasonable use without obstacles (telephone poles, mailboxes, etc.)



- ID #80 – Street design should be ADA compliant, which would also make it more suitable for bicyclists and pedestrians
- ID #81 - Effective 'people scale' street lighting

ID #20 – Businesses should be encouraged to provide incentives for their workers to use bikes; this could include local tax credits for the construction of showers and locker facilities or the implementation of the federal transportation credits for biking

ID #98 – Install bike lanes to and through Wards 7 and 8, improving North/South connections and bridge connections to and from

- ***Car Priorities:***

- Eliminate free commuter parking (either as employee benefit or otherwise)
- Transform the property tax into a value capture user fee by reducing the tax rate on buildings and increasing the tax rate on land values
- Organize District agencies (Office of Planning, District Department of the Environment, Department of Public Works, DC Public Schools, Office of the Deputy Mayor for Planning and Economic Development, Department of General Services, Department of Health, etc.) so that they incorporate bicycle and pedestrian consideration into project planning
- Coordinate land use with transit through zoning modifications (increased density/flexibility, reductions in parking requirements, creation of TDR zones, increased allowable heights) to maximize the economic development outcomes of transit investments
- Improve efficiency in the movement of freight and shipping
- XX% taxicabs are non-polluting vehicles (or low-emission)
- Dedicated bus and streetcar lanes with strict enforcement
- Increase traffic calming in shared roadway spaces through hardscape improvements

- ***Freight Priorities:***

- Decrease the use of fossil fuels and make XX% of DC's municipal fleet use alternative fuels; use municipal model to encourage commercial and freight fleets to adopt similar policies [EFFICIENCY - Don't just limit this to municipal vehicles, but consider other points of leverage as per items ID #15, ID #44, and ID #48]
- Increase efficiency by improved management of freight operations, including shifting delivery times, routing, loading zone design and enforcement of their use [MANAGEMENT - it's not just for freight. Consider adding in language about resiliency, adaptation. See also ID #24, ID #43, ID #44, ID #76, and ID #112]
- Improve efficiency in the movement of freight and shipping [EFFICIENCY - for similar sentiments, see ID #1, ID #44, and ID #48]
- Reduce emissions of particulate matter, oxides of nitrogen, reactive organics, and CO<sub>2</sub> by XX% in absolute terms, and by YY% relative to weight and mileage, and reduce



petroleum used per ton-mile by XX% [EMISSIONS - differentiate emissions reduction from improvements in efficiency, as they are not necessarily the same method to achieving common goals. Can also be applied to all vehicles, not just freight ones. Consider some metric of cost-effectiveness? See also ID #35, ID #36, ID #39, ID #40, ID #44, ID #45, and ID #46]

- Design freight systems and the movement of freight so that disadvantaged or poorly located communities are not negatively affected [EQUITY - social justice and equity was a part of our vision statement. See ID #47]
- Work with tour bus companies to create transit plans for tour groups (drop visitors off at stations outside of DC, then tour DC using public transport options) [MANAGEMENT - could fit into transit or freight given the commercial nature of traffic. See ID #4]
- Reduce unnecessary idling by XX% via outreach and enforcement [See ID #18]
- Retrofit, repower, or replace heavy-duty vehicles so that they meet 2010 [or more stringent] emission standards: XX% of on-road, XX% of waste collection, XX% of off-road [See ID #18]
- Decrease number of gross polluters through stringent smog emissions standards and inspections [See ID #18]
- XX% taxicabs are non-polluting vehicles (or low-emission) [See ID #18]
- Reduce rate of backups due to double-parked delivery trucks by XX% [See ID #4]
- Minimize environmental impacts of the movement of goods and services [worded broadly, see ID #1, ID # 4, ID #18, and ID #21]
- Provide incentives for small business owners and operators to upgrade to cleaner vehicles and keep their livelihoods (taxis for example) [this recommendation provides the financial aspect, via the use of incentives, to ID #18]
- Reduce petroleum used per ton mile by XX% [See ID #18]
- Analyze where the burden of freight movement is distributed [See ID #21]
- Support (local) economic vitality and growth [See ID #1]
- Prepare plans for operating in extreme weather conditions [See ID #4, management. This can apply to all types of traffic as well, not just freight]
- Improve traffic management during emergencies [See ID #4, management. This can apply to multiple types of traffic, not just freight.]

○ ***Transit Priorities (ranked):***

- 1) ID #2: Transform the property tax into a value capture user fee by reducing the tax rate on buildings and increasing the tax rate on land to fund transit/streetcar improvements (overlap: Green Economy)
- 2) ID #3: Dedicated bus and streetcar lanes with strict enforcement (overlap: Green Economy)



- 3) ID #10: Eliminate free commuter parking (either as employee benefit or otherwise) (overlap: Green Economy)
- 4) ID #7/ID #22: Internalize the cost of street parking through creation of performance parking districts, secure revenue as stream for transit (overlap: Green Economy)
- 5) ID #12: Single point/method of payment for Metrorail, Metrobus, Circulator, Streetcar, and CaBi (Amtrak? MARC? VRE?) – establish a balance and coordinated governance system for all transit options in the region (overlap: Green Economy)
- 6) ID #24: Work with tour bus companies to create transit plans for tour groups (drop visitors off at stations outside of DC, then have them tour DC using public transit options) (overlap: Built Environment)
- 7) ID #11: Increase funding for transit through enhanced advertising and marketing revenues
- 8) ID #23: Increase Education about Safety, Convenience, and Reliability of Transit
- 9) ID #111: Institute a commuter/congestion charge that is mileage based
- 10) ID #34: Encourage employer support of transit by adopting more flexible work schedules/structures, such as telecommuting (especially with federal agencies)

ID #37 came in 11<sup>th</sup> place, but is still very important: Coordinate land use with transit through zoning modifications (increase density/flexibility, reductions in parking requirements, creation of TDR zones, increased allowable heights) to maximize the economic development outcomes of transit investments (overlap: Built Environment).

Revenue Positive: ID #2, ID #10, ID #7/ID #22, ID #11, ID #111, ID #37

Revenue Neutral: ID #3, ID #24, ID #34

Revenue Negative: ID #12, ID #23

**Date for next meeting:** Tuesday, March 6<sup>th</sup>, 6-8 pm

**Location for next meeting:** 441 4th St, NW (1 Judiciary Square), Room 1114

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**Questions? Email** [sustainable.transportation@dc.gov](mailto:sustainable.transportation@dc.gov)