SDC 2.0 Working Group: Goals, Actions and Targets
Transportation

*KEY: Yellow highlights are proposed new text.

TRANSPORTATION

TR GOAL 1: Improve connectivity and accessibility through efficient, integrated, and affordable transit systems.

Target: By 2032, increase use of public transit to 50% of all trips in all wards.

- Consider making goal more aggressive
- Important for all wards to improve. It could be a percent increase in all wards, but this target must be tracked at the ward level not just citywide.
- Multi-modal transport systems planning must support and encourage the use of resource-efficient modes. This would allow users to choose the most efficient option for each trip.

TR 1.1 Complete XX new miles of streetcar network or other sustainable high capacity transit

- Expand action beyond streetcar to include bus rapid transit (BRT) or other forms of high capacity transit. With this change, 37 miles is probably not the right number.
- Consider a carve-out target for electrified bus rapid transit, which can be cheaper, more flexible, and more efficient than street car while retaining the economic development opportunity.

TR 1.2 Improve transit connections to employment and activity centers from underserved areas.

- Make sure equity is key feature of this action

TR 1.3 Define and secure permanent funding for transit planning and improvements.

TR 1.4 Design transit systems to be reliable and resilient year round, including during extreme weather events

- Resilience during extreme weather events is important, but it’s just as important to be reliable year round during clear weather.

TR 1.5 Launch integrated transit card that is able to be used for multiple transit forms.

TR 1.6 Fully electrify District-controlled buses

TR 1.7 Public transportation such as express bus service on strategic routes is a traffic option that could be considered during peak periods of travel.

TR 1.8 Increase pedestrian safety and accessibility at transit stations

TR 1.9 Progressively reduce Metro and bus fares and achieve free service by 2032 with dedicated funding by aggressive taxation from residents and commercial property that benefit from proximity to Metro.
TR GOAL 2: Expand provision of safe, secure infrastructure for cyclists and pedestrians

Target: By 2032, increase biking and walking to 25% of all trips.
- Make more aggressive
- Should be all trips, not just commuter trips
- Need to track at ward level not just citywide

TR 2.1 Develop a safe and convenient citywide, 100-mile bicycle lane network.
- Consider making goal more aggressive
- Equally important to maintain infrastructure
- Very important for this to be a connected network
- Where we build them is important—need to have equitable distribution of infrastructure

TR 2.2 Expand the Capital Bikeshare program to 300 stations by 2020 OR Expand Capital Bikeshare program to ensure all District residents have access to a bikeshare station within a half mile of their home.
- Should maybe include dockless bikeshare programs in this number
- Think about access to bikes not just availability of bikes

TR 2.3 Partner with community organizations to deliver bike and pedestrian safety education to drivers, cyclists, and drivers.
- Drivers, pedestrians, and bikers all need this education
- Need stronger enforcement of existing laws as well

TR 2.4 Collect data to improve understanding of cyclist and pedestrian travel patterns.

TR 2.5: Program crosswalks and traffic lights for improved safety and convenience of cyclists and pedestrians, prioritizing seniors and people with disabilities.
- Should maybe go beyond just lights to include other infrastructure like colored pavement and bike boxes.

TR 2.6: Improve sidewalk safety in all wards by ensuring high standard of good repair

TR 2.7: Identify vibrant commercial or residential areas for potential pedestrian-only areas
- One goal is increased social interactions

TR 2.8: Achieve measureable decrease in death of pedestrians

TR 2.9: Bus stops should be placed in locations with the safest and most convenient pedestrian access possible for all bus users.

TR 2.10: Add additional protected bike lanes every few streets in both N-S and E-W directions, enabling bikers to safely traverse city without having to combat autos.

TR GOAL 3: Reduce traffic congestion to improve mobility.

Target: By 2032, reduce trips made by single occupancy cars to 25%.
TR 3.1  **Continue** to expand the Performance-Based Parking program **focusing** on areas and at times **that don't adversely affect low-income people.**

TR 3.2  [Moved to goal 1]

TR 3.3  Encourage private businesses to offer incentives for employee travel by transit, walking, or biking.

TR 3.4  Encourage and promote telecommuting and alternative work schedules for employees.

TR 3.5  **Study** the feasibility of a regional congestion fee for travel during peak hours  
- Revenue from fee should be dedicated to sustainable transportation  
- Could consider limiting to delivery vehicles if necessary  
- Could exclude electric vehicles

**TR 3.6 Electrify Metro buses, Metro Access, and DC Circulator**

TR 3.7 Increase taxes on parking garages and dedicate revenue to make transit more accessible for lower income residents

**TR 3.8 Reduce single occupant vehicles by encouraging ridesharing, vanpooling or uber/lyft-sharing**

**TR GOAL 4: Improve air quality along major transportation routes.**

Target: By 2032, eliminate all “unhealthy” air quality index days, including “unhealthy for sensitive groups in all wards.  
- Make more aggressive—we’re so close to already achieving this.  
- Calculation for this should separate out averages to ward level so air quality is healthy in each ward not just as a citywide average. Should use ppm level for children, not adults.

TR 4.1  **Strictly limit idling engines.**  
- Schools could promote walking to and from schools reducing traffic-related pollution by reducing traffic-related pollution by reducing buses and vehicles idling nearby.

TR 4.2  Require District government, and **incentivize** private businesses, to purchase **zero to low-emission** fleet vehicles.  
- Should define "low-emission" in action description

TR 4.3  **Increase number of electric vehicles and expand charging infrastructure throughout the city.**  
- **District should build out a series of Level 3 charging stations throughout the city that electric vehicle drivers would pay to use.**

TR 4.4  Offer incentives to avoid driving and other emission-generating activities on predicted Code Red and Orange air quality days.
TR 4.5  Track and report mileage data from clean fuel, low-emission, and electric vehicles.

TR 4.6  Require all non-electric vehicles to pay an annual fee to operate in the District to help financially support “no to low-emission” transportation options.