

# Policy

**Policies are one way for us to reach moveDC's goals.** We have identified a spectrum of policy concepts that could be part of the moveDC plan. These are not choices (A versus B), so you may feel the same (positive or negative) about many of them. That's great and we want to know it!

## Instructions

Please use the **Policy Potluck Handout** to tell us if you **Agree**, are **Neutral**, or **Disagree** with each concept. If you feel strongly one way or the other, please tell us why. If you're not sure what something means, just ask a moveDC staff member.

POLICY	EXPLANATION OR EXAMPLE
<b>MOBILITY</b>	
A. Pedestrians are the District's highest priority	<b>Denver</b> <ul style="list-style-type: none"> <li>City Council action declares pedestrian- and bicycle-safety as top Council budget priorities</li> <li>Growing understanding that transit investment relies on pedestrian access for success</li> </ul>
B. Non-local streets prioritize walking; accommodate driving and local deliveries; and support protected bicycle facilities (cycle track or side path), dedicated high-capacity transit lane(s), designated freight route, or several modes in simpler accommodation	<b>Portland</b> <ul style="list-style-type: none"> <li>Pedestrians are established as the highest priority in the city's transportation plan</li> <li>A street classification system defines the function of streets in terms of how they serve each mode</li> </ul>
C. Prioritize trips that start and/or end in the District over trips that use DC as a through route (while maintaining the role of interstate facilities)	<ul style="list-style-type: none"> <li>Preserve finite capacity on District streets to offer travel choices for residents and visitors within DC</li> <li>Maintain the regional functionality of the interstate highway system</li> </ul> <p><b>Examples:</b> San Francisco, CA and Sandy Springs, GA</p>
D. Make unused capacity reserved for one mode available, as appropriate, for another	
D1. Bicycling allowed on sidewalks where streets have limited space	<b>Before this is permitted, certain conditions may need to be met, such as:</b> <ul style="list-style-type: none"> <li>Relatively high vehicular volumes</li> <li>Limited right-of-way</li> <li>Low pedestrian volume</li> <li>Limited cross streets and driveway cuts</li> <li>Highly visible sidewalks</li> </ul>
D2. Bicycles and/or taxis allowed to travel in some protected bus lanes where service runs at medium headways and the roadway is of a moderate grade	<b>Paris</b> <ul style="list-style-type: none"> <li>More than 100 miles of bus lanes that allow bicycle and taxi use when buses are not present</li> </ul> <p><b>Madison, WI</b></p> <ul style="list-style-type: none"> <li>Preference for 16-foot lanes to allow a clear 3 feet of separation between the bicyclist and a passing bus</li> </ul>
D3. Weekend closures of travel lanes for additional pedestrian capacity	<b>Tucson, AZ</b> <ul style="list-style-type: none"> <li>Cyclovía Tucson closes all or portions of streets to vehicle traffic for use by pedestrians and bicycles</li> <li>More than 20,000 people participated in Cyclovía Tucson's 2013 events</li> </ul>
D4. Go anywhere, all day transit	<b>Melbourne, Australia</b> <ul style="list-style-type: none"> <li>Inner Melbourne was designated as a place where reliable and frequent transit would run all day long</li> </ul>
D5. Plan for routes and modes that lead to a District boundary to connect to the network across that boundary	<ul style="list-style-type: none"> <li>Investments in the transportation system (roads, transit, and paths) in the region should align with the District's</li> <li>The Metropolitan Washington Council of Governments (MWCOC) coordinates regionally and is participating in the moveDC planning process</li> </ul>
E. Use financial tools and occupancy requirements to maximize the ability of the transportation system to move people and/or be more reliable	
E1. Price private vehicle access to the central employment area	<b>London</b> <ul style="list-style-type: none"> <li>Uses license plate recognition system to charge vehicles driving within London's financial district and West End</li> <li>Revenues are applied to other transportation improvements offering alternatives to driving</li> <li>Since implementation vehicle traffic levels have decreased, bicycle ridership has increased, and transit travel times have been reduced</li> </ul> <p><b>Other examples:</b> Bergen, Norway; Oslo, Norway; and Stockholm, Sweden</p>
E2. Manage roadway capacity on entry corridors	<b>Virginia</b> <ul style="list-style-type: none"> <li>I-66 is HOV-only in the peak direction of the peak period</li> <li>I-495 Express Lanes are free to HOV trips and allow SOVs to pay a variable toll (based on congestion) for use of the facility parallel to general I-495 lanes</li> </ul>
E3. Expanded demand responsive parking pricing	<b>San Francisco Municipal Transportation Agency's SFPark Program</b> <ul style="list-style-type: none"> <li>Parking pricing that seeks to maintain 10%-30% available spaces in a given area</li> <li>Hourly parking rates are changed up to once a month in response to demand</li> <li>Real time digital parking information available to users</li> </ul>
E4. Consolidated transit fare media	<b>San Francisco Bay Area's ClipperCard</b> <ul style="list-style-type: none"> <li>A single card is used for trips on multiple services</li> </ul> <p><b>District opportunity:</b> A consolidated payment system for WMATA, Circulator, Streetcar, Capital Bikeshare, and potentially for other regional transit systems such as MTA or VRE commuter rail</p>
E5. Bulk fare media purchases for organizations	<ul style="list-style-type: none"> <li>Organizations pass on savings, increasing users' incentive to take transit</li> <li>Transit agencies get funds up-front with a lower marginal cost than individual fares</li> <li>May create opportunity for fare subsidies for special groups or reduce barrier to entry for SmartTrip cards</li> </ul>
E6. Require large employers to provide pre-tax transit benefits	<ul style="list-style-type: none"> <li>Increases people's incentive to take transit</li> <li>Common approach is through payroll deductions that are exempted from tax liability</li> </ul> <p><b>Example:</b> San Francisco</p>
E7. Partner with local community organizations to increase CaBi membership	<b>District Department of Transportation</b> <ul style="list-style-type: none"> <li>DDOT partners with Bank On DC so that all account holders are eligible for a discounted CaBi annual membership</li> <li>Program addresses concerns about inability to use CaBi due to lack of a credit card or cost of membership</li> <li>Program could be expanded in low income neighborhoods by working with more local businesses and community groups</li> </ul>
E8. Manage commercial vehicle loading zones (with freight villages, space reservations, and encouragement of off-peak use) to help increase available capacity	<b>NYCDOT's Commercial Vehicle Parking Plan</b> <ul style="list-style-type: none"> <li>Strategies such as increased enforcement to maintain loading zone availability</li> <li>Progress in the District: the Downtown Curb-Space Management Plan inventoried commercial loading zones and recommended specific location adjustments with increased enforcement</li> </ul> <p><b>Pennsylvania's Cumberland Valley Business Park</b></p> <ul style="list-style-type: none"> <li>An intermodal distribution facility or "freight village" that concentrates large vehicles and allows transfer to smaller vehicles and other modes for distribution to their final destinations</li> </ul>

POLICY	EXPLANATION OR EXAMPLE
<b>PLACEMAKING</b>	
F. The physical environment encourages active living	<b>New York City Health Department's Active Design Guidelines</b> <ul style="list-style-type: none"> <li>Identifies changes in the built environment that could promote increased physical activity through travel</li> <li>Guidelines include an urban design chapter focused on street design</li> </ul>
G. Create great places through beautification and public art within the transportation network	<b>New York City Department of Transportation's Public Plaza Program</b> <ul style="list-style-type: none"> <li>NYCDOT works with selected not-for-profit organizations to create neighborhood plazas through transforming underused streets</li> </ul> <p><b>Check out: Union Square Safety Improvements</b></p>
H. Low-impact design to reduce heat islands and improve air and water quality	<b>District Department of the Environment Stormwater Regulations</b> <ul style="list-style-type: none"> <li>Significantly reduce stormwater pollution flowing into the area's water bodies by making the land "spongier"</li> <li>Create financial incentives for installation of stormwater retrofits</li> </ul> <p><b>Philadelphia Water Department's Green City, Clean Water's Plan</b></p> <ul style="list-style-type: none"> <li>Protect and enhance the city's watersheds by managing stormwater primarily with innovative green infrastructure</li> </ul>
<b>CITYWIDE OPPORTUNITIES</b>	
I. Identify all funding and delivery options for construction and operations of the transportation system	
I1. Public-private-partnerships in infrastructure	<ul style="list-style-type: none"> <li>Can include many different combinations of financial, design, construction, operations, and maintenance responsibilities shared among public and private entities for projects</li> </ul> <p><b>Example:</b> DDOT is already using one application of this process on 11th Street Bridge and H Street Streetcar Line</p>
I2. Regularly evaluate the role of the District's infrastructure in regional economic development to help generate regional support for DC-based transportation projects	<ul style="list-style-type: none"> <li>The long-term viability of transportation investments is closely tied to making a regional business case for their regional benefit</li> </ul> <p><b>Example: Twin Cities' Itasca project</b></p> <ul style="list-style-type: none"> <li>Business community-led initiative to increase economic competitiveness for the region such as study of regional returns on transit investment</li> </ul>
I3. Help start a Regional Infrastructure Bank for Mega-Projects	<b>Florida's Infrastructure Bank</b> <ul style="list-style-type: none"> <li>Funded \$1 billion so far</li> <li>Loaned more than 10% to transit projects</li> <li>Regional opportunity: Metrorail investments</li> </ul>
J. Dedicated transportation funding/lockbox for capacity expansion	<ul style="list-style-type: none"> <li>Specify conditions to be met in order for transportation funds to be used for other purposes such as a state of fiscal emergency</li> </ul> <p><b>Examples:</b> Connecticut and Maryland</p> <ul style="list-style-type: none"> <li>Connecticut's lockbox was established through legislation while Maryland's was proposed through voter referendum</li> </ul>
K. Transportation education at all levels	<b>Burlington, VT's Annual Pedestrian Safety Campaign</b> <ul style="list-style-type: none"> <li>Helps people of all ages to understand their responsibilities as a pedestrian</li> </ul> <p><b>Rockville, MD's Bicycle Education Program</b></p> <ul style="list-style-type: none"> <li>Teaches basic pedestrian and bicycling principles to elementary school children</li> </ul> <p><b>Snohomish County, WA's Transit Education Program</b></p> <ul style="list-style-type: none"> <li>Promotes awareness of public transit through displays at a local children's museum, demonstration days at local schools, and age-appropriate print media</li> </ul>
L. Enforce the rules of the road for all users	<b>Bike Walk Twin Cities Toolbox of Enforcement Resources</b> <ul style="list-style-type: none"> <li>Provides statutory reference guide, materials for safety outreach, roll call videos, computer-based trainings, and workshops</li> </ul>
M. Zero emissions policy with electric charging vehicle infrastructure	<b>DDOT's Electric Vehicle Fleet Program</b> <ul style="list-style-type: none"> <li>Working to bring hundreds of electric cars and charging stations to Washington, DC in anticipation of building an easily accessible and reliable network of charging stations for electric cars</li> </ul>
N. Include transportation demand management (TDM) programs in property development projects (project as-of-right or requiring special approvals)	<b>Santa Monica, CA's Transportation Management Plan Ordinance 1604 (TMP 1604)</b> <ul style="list-style-type: none"> <li>Requirements include submission of annual trip reduction plans, designated employee transportation coordinators, and parking cash-out</li> </ul>
<b>DDOT OPERATIONS</b>	
O. State of Good Repair as a priority	<ul style="list-style-type: none"> <li>Align State of Good Repair projects with new construction and enhancement projects</li> <li>Cost savings by combining project needs such as maintenance of traffic and mobilization for work crews</li> </ul> <p><b>Example:</b> Berkeley, California's Resurfacing Program combines adding sidewalk and bicycle facilities as part of scheduled roadway maintenance projects</p>
P. Further formalize the data collection, evaluation, and monitoring program within DDOT	<b>Arlington County's Data Collection and Analysis Program</b> <ul style="list-style-type: none"> <li>Analyzes crash data to identify safety deficiencies and needs and suggest operational and capital project responses</li> </ul> <p><b>Philadelphia</b></p> <ul style="list-style-type: none"> <li>Due to economies of scale, Philadelphia found that it was beneficial to hire the region's MPO to collect data</li> </ul>

