RESEARCH SURVEY
Research Summary Sample

- More than 1,150 respondents
  - ¾ from DC
  - ¼ from combination of VA and MD (equally distributed)
  - Diversity of sample representative of the area
  - Good mix of ages
  - Good mix of employment type (public/private)
  - Even split between men and women

- Summaries that follow are for the full sample unless otherwise noted
Perception of Current & Future Travel Conditions

- Given the opportunity to “vote” for transportation changes, travelers vote for both transit changes and roadway changes
  - 60% say that changes should be made to both the transit system and the roadway system
  - Commuters are more interested in changes to transit than are non-commuters (62% vs. 53%)
  - SOV travelers are more supportive of roadway changes than those who travel by an alternate mode (72% vs. 59%)

- District residents tend to see travel in the District in the future more positively than residents of Maryland and Virginia
Support for Potential Changes

- 72% of travelers give priority to changes that increase the connectivity of local neighborhoods
- Support for reducing downtown congestion – esp. with those traveling from MD and VA (71% vs. 62% for District residents)
- 77% support for constructing sidewalks on both sides of the street
- Support for transit fare increases is low, regardless of the benefit
  - 37% support a 20% fare increase for more frequent service
  - 28% support a 20% fare increase for longer service hours
  - 26% support a 20% fare increase for more direct service
Factors Influencing Mode Choice

- “Time” components are given priority when travelers choose their transportation mode with emphasis on
  - Arriving on time
  - Dependability
  - The length of time a trip requires

- 51% of commuters by transit receive fare support assistance

- 36% of respondents said they’d be willing to walk 6 or more blocks to transit

- People choose to bike for exercise, health, enjoyment, and speed benefits

- People choose to walk for exercise, health, enjoyment, and because their trips are fairly short
Q: Assume that each of the following types of transportation is available for at least a portion of your trip. How likely are you to ever use or continue to use each of these for at least part of your trip?
<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not close enough to destination</td>
<td>38%</td>
</tr>
<tr>
<td>Service is not reliable</td>
<td>37%</td>
</tr>
<tr>
<td>Not close enough to home</td>
<td>31%</td>
</tr>
<tr>
<td>Buses/trains are too crowded</td>
<td>30%</td>
</tr>
<tr>
<td>Doesn’t run at time need to travel</td>
<td>27%</td>
</tr>
<tr>
<td>The fare</td>
<td>23%</td>
</tr>
<tr>
<td>Personal schedule varies too much</td>
<td>17%</td>
</tr>
<tr>
<td>No parking/not enough parking at station or park &amp; ride lot</td>
<td>8%</td>
</tr>
<tr>
<td>Takes too much time</td>
<td>8%</td>
</tr>
</tbody>
</table>
Commuter Support Programs

- **Commuter Connections Guaranteed Ride Home**
  - 24% of travelers say it increases the appeal of alternate transportation
  - 53% of commuters have never heard of the program

- **Of those who only commute by SOV**
  - 33% say pre-tax transit benefit makes it more likely they would commute by transit
  - 10% say that carsharing increases the likelihood that they would use alternate modes
  - 10% say that Capital Bikeshare increases the likelihood that they would use alternate modes

- **58% say their job responsibilities are such that they could telecommute at least occasionally**
  - 34% telecommute at least 1 day a week
  - Of those that do not, 69% of employers allow telecommuting
Biking

- About 4 out of 10 bike riders use a specific path or trail
  - 54% feel safer on the path or trail than on bike lanes
  - Only 35% believe there is adequate lighting

- Among those who do not currently ride a bike, about ¼ say they would likely ride
  - Enticing services/facilities: Connections to bike trails and lanes, enclosed bike lockers, showers, protected bike racks, and customized maps
  - Impediments: safety, too much to carry, lack a bike, trips are too far, and getting too hot or cold

- Interest in Capital Bikeshare
  - Increases 14% if the annual fee is reduced from $75 to $50
  - Decreases 17% if the annual fee is increased from $75 to $100
Walking

- 59% of those not currently walking say they are likely to walk for at least part of their travel if there were a convenient walkway, path, or sidewalk
METROQUEST FEEDBACK
Three Approaches

Stay the Course

The system has something for everyone. Let’s keep it that way.

Get to the Center

Let’s really fix the congestion downtown and the whole city will be better off.

Connect the Neighborhoods

Focus on short-distance travel and the District will be more livable.
MetroQuest Results - Values

- 1,690 total submissions
- Value Ranking
  - Citywide Mobility and Neighborhood Connectivity had the most top 3 ranks
MetroQuest Results - Approaches

• Approach Ratings
  – About 50% rated Approach 3 “5 stars”
  – About 50% rated Approach 1 either “1 star” or “2 stars”

Approach 1 – Stay the Course
Average Rating: 2.5

Approach 2 – Get to the Center
Average Rating: 3.2

Approach 3 – Connect the Neighborhoods
Average Rating: 4.2
Framework for Blending

- Every non-local street must:
  (functional classification of collector or higher)
  - Prioritize pedestrians;
  - Accommodate vehicles and local deliveries; AND
  - Ideally, support
    • One of:
      – PROTECTED bicycle facilities (cycle track or side path)
      – DEDICATED high-capacity transit lane(s)
      – DESIGNATED freight route
    • OR several modes in simpler accommodation
Major Elements
(not shown on maps in next few slides)

- Support major regional core-capacity projects in DC
- Major infrastructure repairs (i.e. S. Capitol Street Bridge)
- Support to WMATA in implementation of their Momentum Plan (other expansions are mapped)
- Commuter rail service expansions
- Preservation of designated freight routes
- Traffic signal optimization and intelligent transportation system updates
- Additional Capital Bikeshare stations citywide
Today’s System

- **Metrorail**: 52 miles
- **Bicycle Facilities**
  - Bike Lanes: 52 miles
  - Cycle Tracks: 3.5 miles
  - Trails: 73 miles

**Legend**
- Bicycle Facility
- Trail
- Metrorail
Bikeways and Trails

Planned trail system improvements + new trails and sidepaths (60 new miles/133 total future miles)

Cycle tracks (70 new miles/74 total future miles)

Bike lanes (70 new miles/122 total future miles)

Legend

- Bicycle Facility
- Trail
Support to WMATA in implementing:

- New Potomac River Metrorail tunnel between Rosslyn & Georgetown

- New downtown Metrorail loop that separates the Orange/Blue lines and the Yellow/Green lines
Planned 22-mile streetcar network with 4 miles of extensions
Interconnected high-capacity transit network:

- 25 miles in dedicated space
- 22 miles in shared lanes
Managed Lanes, Street Reconﬁgurations, Bridges, and Local Streets

Some high-occupancy vehicle lanes on highways and bridge crossings

Central employment area cordon charge for private vehicle trips

New local street connections in land use change areas and across barriers such as I-395

Legend
- Managed Lane Facility
- Street Reconﬁguration
- Bridge Rehabilitation/Replacement
- Central Employment Area Cordon Charge
- Local Street
### The Draft Blended Network

<table>
<thead>
<tr>
<th>Facility</th>
<th>% of 2040 Population with Access</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sidewalk</strong></td>
<td>100%</td>
</tr>
<tr>
<td>on at least 1 side of every street</td>
<td></td>
</tr>
<tr>
<td><strong>Bike facility</strong></td>
<td>97%</td>
</tr>
<tr>
<td>within a 2-minute ride</td>
<td></td>
</tr>
<tr>
<td>(protected, bike lane)</td>
<td></td>
</tr>
<tr>
<td><strong>Protected bike facility</strong></td>
<td>79%</td>
</tr>
<tr>
<td>within a 2-minute ride</td>
<td></td>
</tr>
<tr>
<td>(trails, sidepaths, cycle tracks)</td>
<td></td>
</tr>
<tr>
<td><strong>High Capacity Transit</strong></td>
<td>53%</td>
</tr>
<tr>
<td>within a 7.5-minute walk</td>
<td></td>
</tr>
<tr>
<td><strong>Metrorail</strong></td>
<td>22%</td>
</tr>
<tr>
<td>within a 7.5-minute walk</td>
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Network Discussion

- Rhode Island Avenue/Bladensburg Road/Fort Lincoln area
- U Street and Florida Avenue corridor
- Minnesota Avenue
- Other locations
Rhode Island Avenue/Bladensburg Road/Fort Lincoln area
POLICY
moveDC Policy Concepts

- Policies are intended to support the moveDC Vision
- Each statement can be supported in many ways
- We have identified a spectrum of policy concepts
Policy Areas

- Mobility
- Placemaking
- Citywide opportunities
- DDOT operations
Starter List of Policies for Discussion

- How we prioritize region-serving Mega Projects in DC and DC-only components of plan
- Bicycles, Taxis, and Buses sharing space (lanes)
- Bikes on sidewalks
- Setting appropriate citywide standard speed limits
- Downtown congestion charging zone policy/funding implications
- Equity of mandatory transportation demand management for all new development
Policy Results – Bus Lanes

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.
Policy Results – Bikes on Sidewalks

Bicycling allowed on sidewalks where streets have limited space.
Policy Results – Cordon Charge

Price private vehicle access to the Central Employment Area.
Include Transportation Demand Management (TDM) programs in property development projects (project as-of-right or requiring special approvals).
NEXT STEPS
Next Steps

- December and January TPAC meetings
- Plan development
  - “Blended” Networks
    - Physical modal networks
    - The draft blend will be fine-tuned based on public and plan committee comments
  - Policies
  - Management strategies
  - Funding and financing
THANK YOU