1. Introductions and Logistics 15 minutes
   - Committee and team
   - Agenda-setting discussion
   - Committee and meeting leadership discussion
   - Committee process goals

2. Presentation by the DC Office of Planning 20 minutes
   - Forecasting

3. Scenario Discussion 70 minutes
   - Thematic public comments
   - Committee discussion

4. General Public Comments and Discussion 10 minutes

5. Wrap-up and Coming Events 5 minutes
   - Next meeting date/location
   - Current and upcoming work items
   - Future agenda topics
Approaches

1. Stay the Course
2. Get to the Center
3. Connect the Neighborhoods
APPROACH 1

Stay the Course
## Framework

<table>
<thead>
<tr>
<th>Major Projects</th>
<th>Constant</th>
<th>Approach 1: Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>South Capitol Street Bridge</td>
<td>Focus on state of good repair</td>
</tr>
<tr>
<td></td>
<td>11th Street Bridge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other major infrastructure repairs</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Constant</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic safety and quality improvements (i.e., intersection improvements)</td>
<td>Incrementally improved facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicycles</th>
<th>Constant</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Additional CaBi stations</td>
<td>Incrementally expanded network and improved facilities</td>
</tr>
<tr>
<td></td>
<td>Planned trail system improvements (i.e., Metropolitan Branch Trail)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit</th>
<th>Constant</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>22-mile streetcar system</td>
<td>37-mile streetcar system</td>
</tr>
<tr>
<td></td>
<td>Moderate increase in local transit service (i.e., longer service hours)</td>
<td>Assistance to WMATA for:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Railcar expansion to increase the number of eight-car trains</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Development of the bus priority corridor network</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicular</th>
<th>Constant</th>
<th>Approach 1: Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Traffic signal optimization</td>
<td>Maintained/expanded rush hour parking restrictions</td>
</tr>
<tr>
<td></td>
<td>Intelligent transportation system upgrades</td>
<td>Maintained/expanded reversible lane facilities</td>
</tr>
<tr>
<td></td>
<td>Adequate freight access citywide</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th>Constant</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic performance parking in the busiest commercial districts</td>
<td>See constants</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Transportation Demand Management</th>
<th>Constant</th>
<th>Approach 1: Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic program</td>
<td>See constants</td>
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</table>

<table>
<thead>
<tr>
<th>Policy</th>
<th>Constant</th>
<th>Approach 1: Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Limited application of high-occupancy vehicle facilities on highways and bridge crossings</td>
</tr>
</tbody>
</table>
Future System

Legend
- Bicycle Facility
- Trail
- WMATA Primary Corridor Network (PCN)
- Streetcar
- Metrorail
- Managed Lane Facility
- Street Reconfiguration

Stay the Course
APPROACH 2
Get to the Center
## Framework

<table>
<thead>
<tr>
<th>Constant</th>
<th>Approach 2: Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Projects</td>
<td></td>
</tr>
</tbody>
</table>
| - South Capitol Street Bridge  
- 11th Street Bridge  
- Other major infrastructure repairs | - Reconfigure bridges and streets that access downtown  
- Expand intermodal centers |
| Pedestrians |  |
| - Basic safety and quality improvements (i.e., intersection improvements) | - Improve facilities on key travel paths to and within downtown |
| Bicycles |  |
| - Additional CaBi stations  
- Planned trail system improvements (i.e., Metropolitan Branch Trail) | - Expand protected bicycle network (cycle tracks and trails) to and within downtown  
- Additional and improved river crossings serving downtown |
| Transit |  |
| - 22-mile streetcar system  
- Moderate increase in local transit service (i.e., longer service hours) | - High-capacity transit in dedicated space on corridors connecting to and within downtown  
- Dedicated space for high-capacity transit on bridges  
- Assist in implementation of elements in WMATA’s Momentum Plan  
- Improved commuter rail services including MARC/VRE run-through service and MARC at L’Enfant Station  
- Additional cross-jurisdictional transit services  
- Water transit service |
| Vehicular |  |
| - Traffic signal optimization  
- Intelligent transportation system upgrades  
- Adequate freight access citywide | - Signal timing to favor access to and circulation within downtown  
- Off-peak/off-street loading downtown; consolidated delivery to downtown; downtown loading space reservation system |
| Parking |  |
| - Basic performance parking in the busiest commercial districts | - Permanent removal of on-street parking on key corridors to and within downtown; reallocation of space to other modes of transportation |
| Transportation Demand Management |  |
| - Basic program | - Encourage regional intermodal facilities (to intercept trips before they make it to the District)  
- Businesses that pay for employee parking must offer equivalent value in cash  
- Mandatory TDM programming for new development within the core |
| Policy |  |
| | - Implementation of downtown congestion charge area for private vehicle trips |
Future System

Legend
- Bicycle Facility
- Trail
- High-Capacity Transit (shared lane)
- High-Capacity Transit (dedicated lane)
- Metrorail
- Congestion Charge Area
- Managed Lane Facility
- Street Reconfiguration

Get to the Center
APPROACH 3
Connect the Neighborhoods
## Framework

<table>
<thead>
<tr>
<th>Constant</th>
<th>Approach 3: Framework</th>
</tr>
</thead>
</table>
| **Major Projects** | • New and better connections across parks, rivers, and railroad tracks  
• Reallocate bridge space to better accommodate local travel |
| **Pedestrians** | • Improved facilities citywide  
• Expanded Safe Routes to School program  
• New Safe Routes for Seniors program |
| **Bicycles** | • Expand protected bicycle network (cycle tracks and trails) serving neighborhood to neighborhood travel  
• Additional/improved facilities crossing barriers  
• Discounted Capital Bikeshare membership and credit card requirement waived for some populations |
| **Transit** | • High-capacity transit serving neighborhood-to-neighborhood travel  
• Assist in implementation of elements in WMATA’s Regional Transit System Plan  
• Expanded transit subsidies to users  
• Eliminate transfer penalty fee for district-to-district trips |
| **Vehicular** | • Signal timing to favor pedestrians, bicycles, and local traffic  
• More local street connections  
• Designated curbside loading in business districts with reservation system; context-appropriate vehicles and delivery/service hours |
| **Parking** | • Permanent on-street parking where rush hour restrictions exist  
• Adjust residential parking permit program to better protect residents  
• Performance parking in commercial areas citywide |
| **Transportation Demand Management** | • Develop neighborhood transportation hubs where people can connect to multiple travel options and have comprehensive travel information  
• Mandatory TDM programming for new development in all high-capacity, transit-accessible areas |
| **Policy** | • High-occupancy vehicle lanes |
Future System

Legend

- **Red**: Bicycle Facility
- **Green**: Trail
- **High-Capacity Transit**
  - (shared lane)
- **High-Capacity Transit**
  - (dedicated lane)
- **Brown**: Metrorail
- **Orange**: Metrorail Expansion
- **Blue**: Street Extension
- **Yellow**: Managed Lane Facility
- **Orange**: Street Reconfiguration

Connect the Neighborhoods
**Missing in Frameworks**

- **Transit**: longer service span, more frequency, more Circulator, Express Metrorail and new stations, more shelters and benches, more available information, flat/reduced fares, circumferential service, parking at suburban stations

- **Parking**: city garages, Residential Parking Permit zones – 1 side of the street for permit holders only, other side for 2-hour non-permit parking, removal of downtown parking, higher parking fees instead of congestion charge

- **Other**: More and better enforcement and education of current laws/rules or road
Not Liked in Approaches

Approach 1
- Lack of cycle tracks and urgency to complete trails
- Need to have expanded Safe Routes programs
- Streetcars

Approach 2
- Cycle tracks that remove vehicle lanes
- Lack of neighborhood transit
- Removal of on-street parking on key corridors

Approach 3
- HOT lanes (okay with HOV)
- Managed lane on MacArthur Boulevard
- Lack of bike parking (do this instead of more car parking)
- Lack of connectivity between Upper NW/Glover Park and Columbia Heights
- Lack of dedicated transit lanes
- Streetcars in mixed travel lanes
**Approach 1**
- Parking management
- Streetcars and WMATA priority bus corridors

**Approach 2**
- Congestion pricing for roads/streets
- Emphasis on commuter rail
- Employer transit/non-auto benefits
- More/improved river crossings for bikes
- Smart loading zones
- Vast increase in transit capacity from dedicated lanes

**Approach 3**
- Consideration of bicycle facilities as a network
- Loading regulations
- Neighborhood transportation hubs
- Removal of transit transfer fee
Next Steps

- Refine approaches
- Modeling and analysis
- Summary of performance
- Discussion on prioritization