

Transportation Focused Resources

- **A Multimodal City Center**
- **Car Sharing**
- **Bicycling as a Mode of Transportation**
- **Walking as a Mode of Transportation**
- **Transportation Demand Management**
- **Curbside Management of Delivery and Tour Buses**
- **Investing in Metrorail and Metrobus**
- **Expanding The DC Circulator System**
- **Future Transit Options**
- **Other Traffic Flow Challenges**

A Multimodal City Center

Maintaining and expanding a high-performing transportation system will be integral to the economic success of Center City—especially to the nascent “emerging districts”. An excellent inter-modal transportation system is not only necessary to transport people into Center City for jobs, entertainment, shopping, sight-seeing, and access to the national seat of government, but also to provide alternatives – even redundant choices – for getting from place to place within Center City. A good inter-modal system provides flexibility and seamless connections between multiple layers of public transit, bicycling, walking, and the automobile. It also addresses the increasing costs associated with congestion, energy use, and compromised air quality that create long-term threats to our core industries: government, professional and business services, and leisure and hospitality.

As layers are added to the existing Metro and Circulator systems, it becomes easier to get around the city without using a car. With increased car-sharing, bike-sharing, an improved pedestrian experience, and curbside management, Center City becomes a true multimodal experience. By making transportation choices visible, convenient – even fun – there is a corresponding increase in biking, transit use, and walking.

Car Sharing

Car sharing has become an integrated element of life in Center City. This program offers residents, workers and visitors the use of a ‘rental’ car on a short term basis without the hassle or expense of gas, insurance or maintenance. Zipcar, the primary car sharing

provider, offer more than 700 automobiles in 26 neighborhoods in the District, with nearly 35,000 customers. The majority of the dedicated carsharing parking sites are within Center City, contributing to DC’s 63 percent household car ownership rate—the second lowest in the country and well below the national average of 90 percent. These predominately low-emission, fuel-efficient vehicles are conveniently parked near homes and workplaces, and contribute towards the city’s goal of reducing carbon dioxide emissions.

Bicycling as a Mode of Transportation and Bike Sharing

Bike sharing is completely carbon free and has no negative impact on air quality. It combats climate change, supports green collar jobs, reduces congestion, decreases noise pollution, requires no parking spaces, provides healthy exercise, and offers residents, workers and tourists a great way to experience and navigate the city. DC has added 26 miles of bike lanes and 400 bike racks in the past 6 years with plans for 60 miles by 2015. The Metropolitan Branch Trail and the Anacostia Riverwalk Trail are two bike trails that provide connections from the District’s traditional neigh-



In spring 2008 the District is piloting a new bike sharing program, Smartbike. Similar to car sharing, this program provides users with an opportunity to quickly take a bike from one of ten convenient locations, use it for a short while, and return it to any of the bike kiosks. Though similar to car sharing, the benefits of this program far outweigh its counterpart – assuming it is effectively and fully implemented.

“Well balanced and multi-modal transportation is integral to the city's efforts to sustain and enhance the quality of life and key to its future economic growth and its role as the nation's capital. Achieving such a system requires integrating land use and transportation, and implementing a range of improvements that enhance connectivity, livability, and vitality.”

Overview, Transportation Element, page 4-I, The Comprehensive Plan for the National Capital: District Elements 2007

borhoods to emerging Center City neighborhoods and the business core.

Walking as a Mode of Transportation

Walking in Center City is a great way to reach a destination and experience the city. Center City characterized by grand boulevards and avenues – a walkable urbanism imbedded in the L'Enfant Plan and refined by the McMillan Commission – that results in an urban street grid with fairly direct routes to most destinations, dense neighborhoods, and human-scale streetscapes. Washingtonians now use walking as their mode of transportation to get to work more than the residents of any other major U.S. city, except Boston. Greening and beautification, continuous retail and other pedestrian-oriented activities at street level, and connectivity and safety are critical to creating a healthy, convenient walking environment.

Transportation Demand Management with Travel Information

A number of travel information sources have emerged in recent years, but gaps in information relevant to Center City remain. Travel information programs can support all Center City travel demand management initiatives with user-friendly information tools for motor carriers, tour buses, visitors, workers, employers, retailers and residents (for example www.goDCgo.com).

Curbside Management of Goods & Services Delivery and Tour Buses

Convenient access to Center City is important to supporting the local economy, particularly in terms of tourism and the delivery of goods and services. Tour bus management is a critical environmental, congestion, and aesthetic issue for the District and our Federal partners. Idling buses, the lack of services for drivers, and the blockage of views on the National Mall are increasing impacts that need to be solved with specific bus storage facilities, and management of bus circulation and parking. Innovative solutions to create greater efficiency for delivery also is needed.

Investing in Metrorail and Metrobus

Center City has benefited as the hub of the region's Metrorail system. Metro is the main alternative to the automobile and the primary means of access into Center City. From 1995 to 2005, Metro system ridership grew by 27%, while the regional population grew by only 13%. Demand for capacity is expected to grow as congestion worsens, fuel costs rise, and as citizens increasingly want to address climate change through decreased auto emissions. Metro is, however, reaching full capacity. Even with 8-car trains during rush hour, there are threatening limits to the capacity of these lines, the existing stations, and other components of the system. While Metrorail will continue to provide service to the region, it will be unable to meet projected needs, particularly those of a Center City that contains the nation's Capitol, has 61 million square feet of additional development capacity, more than 20 million tourists annually, and the collective desire to be a model for the nation.



The implementation of the DC Circulator in 2005 and growing ridership, provides an illustration of how increasing transit service and better connections, convenience and style has attracted new ridership. It has allowed some downtown residents to get rid of their cars and workers to make convenient about-town trips throughout the day, and, as a result, reduce their contribution to congestion. The DC Circulator is increasingly being thought of as a starter line for future transit enhancements, such as streetcars or bus rapid transit (BRT) with dedicated transit lanes and cross town service.

The D.C. Circulator is poised to undergo a major expansion late in 2008, adding the connection between Union Station and the new National's ballpark in Capitol Riverfront, one of the emerging Center City neighbor-

hoods, and from the Convention Center to the Adams Morgan neighborhood.

The District is proposing innovative forms of rail transit, including modern trolleys or light rail, on four

The Circulator has been a model of success through local-federal and public-private collaboration. Three routes crisscross Downtown, the National Mall, and Georgetown, providing service to about 200,000 riders per month.



The map displays the following legend:

- Circulator Route 1 (Georgetown to Union Station via K Street)
- Circulator Route 2 (Shaw/New Convention Center to Ballpark District via 7th Street/Southwest Waterfront)
- Circulator Route 3 (Smithsonian Loop)
- Circulator Route 4 (Union Station to Ballpark District via Eastern Market/Barracks Row)
- Circulator Route 5 (Park Route from National Arboretum to National Zoo)
- Georgetown Metro Connection (Dupont Metro to Rosslyn Metro via M Street/Key Bridge)
- Potential Water Taxi Route and Landings

Additional labels on the map include: Rapid Bus, Streetcar, To National Cultural (?), To Rosslyn Metro, To National Zoo, To National Arboretum, Rapid Bus, Streetcar, Suggested modifications to the Circulator system, with additional water taxi and DDOT five-year surface transit improvements.

Dedicated transit lanes for bus or light rail improve performance and confers benefits on transit ridership during peak hours.



Modern transit systems can transform districts and retail corridors.



Given the District's two waterfronts and proposed improvements, the development of a water-based transit system promises to be viable in the future.



routes that serve areas throughout the city. Streetcar service is proposed on an unused railroad route east of the Anacostia River, to provide service between Anacostia Metrorail stop and Bolling Air Base. Future expansion could bring the streetcar across the 11th Street Bridge and into the Capitol Riverfront areas along M Street SE/SW, eventually linking Anacostia with the Navy Yard and Southeast Federal Center. Streetcars are also planned for the H Street and Benning Road (NE) corridor as part of the "DC Great Streets" project, with the potential for future service to Union Station and connections to the transit way planned for K Street NW between Mount Vernon Square District and Georgetown. These projects are contained in DDOT's long range Premium Service Plan, which includes not only streetcar but bus rapid transit and express bus.

These forward-looking transit plans will bring new public transportation to parts of the District currently underserved by Metro, and expand transit options for areas that are currently served by Metro. It will make it easier for District residents to get to jobs, shopping and entertainment in Center City. Enhanced transit plans include options such as streetcars/alternative energy streetcars, bus rapid transit (BRT), and rapid bus systems to serve as the core of a regional transit network. All three types share certain characteristics, including large, distinctive vehicles; limited stop service; signal prioritization on arterials; and stops with shelters, kiosks, and other amenities. Rapid bus service (part of the "DC Great Streets" program) recently started on Georgia Avenue-7th Street, with additional service along Pennsylvania Avenue SE planned for the near future.

Water transit will eventually be a viable Center City transit mode as new waterfront attractions, increasing development of employment centers and residences occur. The Nationals' Ballpark, under construction in Capitol Riverfront on the southeast waterfront, will create another waterfront destination in addition to the Southwest Waterfront, the Kennedy Center, Georgetown, National Airport, and Alexandria's waterfront. These destinations and others in the planning stages, such as Poplar Point, will eventually support a

water taxi or scheduled service, particularly during the summer, Cherry Blossom and other festivals, and on game days.

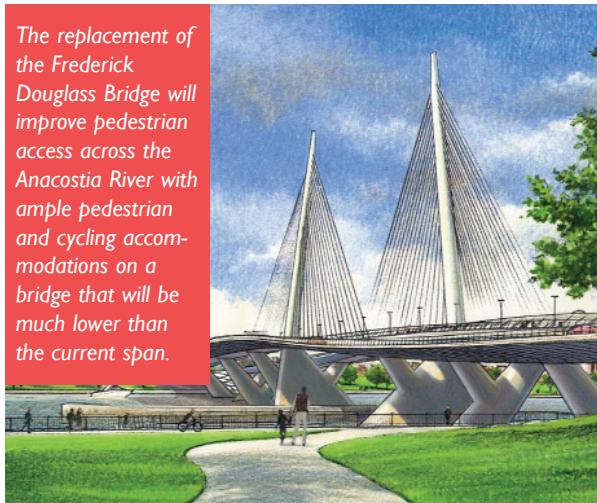
Other Traffic Flow Challenges

Center City also faces challenges associated with access and mobility for motor vehicles. Replacement of the Frederick Douglass Memorial Bridge, currently under construction, is an important component to providing a southern gateway to South Capitol Street and the Center City. This “extreme makeover” is the first phase of an initiative to transform the South Capitol Street Corridor into a grand urban boulevard that will improve mobility and access and provide a fitting and beautiful gateway into the nation’s capital.

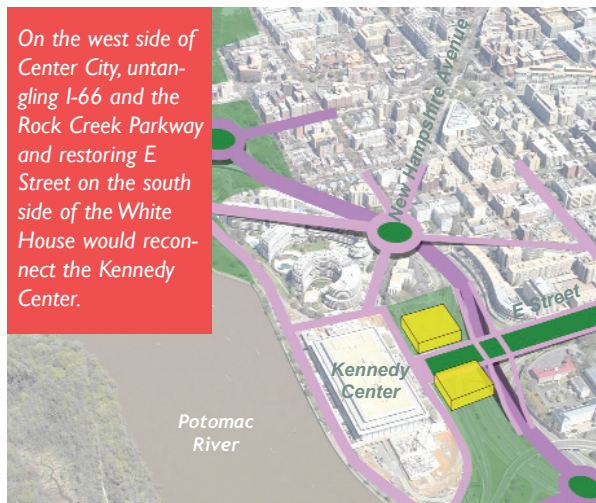
New York Avenue, another important gateway into Center City from the northeast, remains a major challenge and a congested and dismal barrier to both pedestrians and autos. Interim improvements to the New York Avenue/Florida Avenue intersection are in the design phase and budgeted for construction in late 2008, improving access to NoMa and the new Metrorail stop located there. The conflicting roles of New York Avenue as a commuter bypass, a grand L’Enfant Avenue and gateway in to the city, and a local high-volume corridor are in conflict and tied to future analysis and decisions about the I-395 corridor between New York and Massachusetts Avenues. On the far west side of the Center City, untangling I-66 and the Rock Creek Parkway to reconnect the Kennedy Center to Foggy Bottom is also a challenge without a clear solution.

Center City and District-wide parking management solutions are increasingly effective in managing supply, reflecting true costs, minimizing congestion and ultimately gaining the full benefits of parking resources within Center City. Both shared parking arrangements and public parking structures can provide the round-the-clock services that are becoming increasingly necessary in vibrant, mixed-use districts. Congestion management pricing discourages commuters while accommodating shoppers, evening patrons, visitor parking, and resident parking.

The replacement of the Frederick Douglass Bridge will improve pedestrian access across the Anacostia River with ample pedestrian and cycling accommodations on a bridge that will be much lower than the current span.



On the west side of Center City, untangling I-66 and the Rock Creek Parkway and restoring E Street on the south side of the White House would reconnect the Kennedy Center.



Tour bus parking is needed to reduce the air-quality and visual impacts of idling buses on the National Mall and city streets.



RECOMMENDED ACTIONS

The DC Circulator. In cooperation with the National Park Service, further study the feasibility of a Circulator/tourmobile service for visitors and others who want transportation to the sites around the Mall, with some touring features.

Streetcars, eight rail or bus rapid transit (BRT) light rail. In partnership with our sister agencies at the Federal level, prepare an aggressive program of investment in innovative forms of transit to compliment the Metrorail system and connect Center City, surrounding neighborhoods and the region. Prepare to seek federal funding to ensure a viable future for the nation's Capital.

Car Sharing. Continue to invest in and support car sharing programs, a key function in reducing the number of cars on our streets that adds to the cost of doing business, slows network circulation, increases congestion, and undermines air quality.

Bike Sharing Program. Continue to invest adequately in the bike sharing program to expand it and ensure its success. By comparison, the bike sharing program in Paris - "Velib" – initiated its program with 10,000 kiosks and 35,000 bikes. The bike mode share went from 1.63% to almost 5%, with more than 37 million users in the first six months of operation.

Bicycling as Transportation. Continue to invest in the necessary infrastructure, route definition on city streets, and trail development off-road, to support convenient and safe bicycling conditions.

Walking as Transportation. Aggressively enforce district regulations and public space standards to ensure that walkability and pedestrian experience are protected and enhanced and that investment in corridor upgrades address traffic function and calming, and retail development.

Travel Information Management. Maintaining and expanding the comprehensive, collaborative Center City web-based travel information program (goDCgo.com) offers a way to improve traffic function.

Management of Tour Buses. Working with our Federal partners, develop comprehensive solutions to tour bus issues. Identify locations for tour bus parking, and incorporate them into planned parking facilities with services for drivers. Support the Downtown BID's tour bus management pilot study.

Manage Delivery Vehicles. Continue efforts to reduce congestion and enforce violations so that the costs of delivery and service do not become an impediment to doing business in Center City.