

What is your vision of mobility in 2050?

- All Wards and neighborhoods are walkable and bikeable
 - Increased (safe and accessible) pedestrian and cycling infrastructure to connect people with jobs, commercial hubs, and healthcare facilities
 - 15-minute city where everyone can walk, bike, scoot, bus, etc. quickly to where they need to be, whether that is to work, commercial hubs, or healthcare facilities
- Walking and biking are prioritized, especially within the core of the city
 - Some streets are closed to vehicles during certain times of day
 - Streets are planned around pedestrians and bikes
 - The District features accessible sidewalks, designated walking routes with green space, and protected bike lanes
- Everyone has access to safe and convenient public transit, 24 hours per day (consistent & high level of service)
 - Electric/zero emission buses
 - Investment in Metro maintenance and efficiency
 - Public transit options for all communities
 - Bus-only roads

What are the barriers to achieving that vision? What's stopping us?

- Lack of funding
 - Competing budgetary needs
 - Political will
- Inequitable access
 - Need to accommodate those that can't walk or bike
 - Lack of ADA compliant infrastructure and accommodations
 - Lack of true input from disadvantaged communities
 - Significant differences between parts of the city
- Worker protections (esp. in COVID times)
- Safety -- existing infrastructure is unsafe for pedestrians and cyclists
 - COVID has made bike lanes more crowded as pedestrians try to social distance
 - Bike lanes are disconnected and physically narrow, but still take a long time to develop
- Car-centered culture
 - People rely on and are used to convenience of personal cars
 - Many mental models see cars as the goal
 - Many residents view personal vehicle ownership as a "way out of poverty"
 - Locals override bus and/or bike lanes because they want to keep their on-street parking
 - Lack of camera enforcement for bus lanes
 - Business interests still focus on the need for cars and curbside access
- Guidance around autonomous vehicles (longer term)
- Public transit is not frequent enough
 - Cannot rely on it for 100% of transportation needs
 - Planned around moving in and out of the suburbs rather than within DC

What solutions could address these barriers (policy needs, technical support, resources, etc.)?

- Funding / Financing
 - Take advantage of low interest rates to invest in transportation priorities
 - Tap into Federal programs
 - Increase dedicated funding for Metro maintenance and reliability improvements
 - Dedicated tax or funding source for transit
 - Transition from gas tax to carbon pricing to pay for infrastructure improvements rather than gas tax for roads
 - Allocate funds from speed/red-light camera fines to rebuild and re-envision existing infrastructure, including ADA compliant accommodations
- Regional and international partnerships
 - Integration between MD, VA, and DC networks
- Progressive partnerships between tech and alternative energy
- Pilot programs for innovative mobility options
- Support transit champions like Charles Allen
- Replace buses scheduled for phase-out with zero emissions buses
- Incentives/marketing around non-polluting, healthier commuting modalities
 - Incentivize non-driving options, carpooling or shared-use vehicles
 - Designated parking
 - Incentives for employers/employees
- Culture change through innovative policies – build it first, give people options
 - Smart engagement with public
 - Asking disadvantaged communities and EOTR what they envision “safe streets” to be
 - Policies designed to drive market acceptance
 - Implementing an urban development design process that first thinks of people walking→ biking→bus/public transit→delivery/emergency vehicles→cars so that the most carbon and space-intensive mode isn't the priority
 - Wider bike lanes to support greater number of riders
 - Car-free roads
 - Increase bus frequency
 - Encourage telework and mixed-use work/live spaces
- Encourage density to make it easier, provide more options for people to get to daily needs
 - How can we tie transport to economic activity (i.e. increased foot/bike traffic can support local businesses) as a way of framing the conversation

What else do we need? Blue skies/magic wand

- Safe, affordable, equitable housing throughout the city so that everyone has access to jobs and commercial centers
- Equitable access to wireless technology and credit cards, etc.
- Transit-oriented development
- Federal stimulus funds for transit

- Continuation of work-from-home post COVID
- Improved police-community relationships
 - End police control over traffic enforcement, moving to DDOT/camera enforcement
- Green spaces interwoven with transportation and housing infrastructure
- Regional coordination to ensure consistency of safety and quality of roads in the DMV metro area for commuters
 - Interstate travel needs to be faster and safer, reaching every area for all groups
- Vehicle-to-grid partnership with Pepco
 - Allow EV owners to earn money from their battery
- Stronger advocacy community that represents DC's diversity to help propel projects, especially for transit, pedestrians
- Zoning changes
 - Upzone least dense wards/neighborhoods
 - Increase mixed-use zoning to ease gentrification
 - Update downtown DC zoning so that people can both live and work in the area

How might we need to add to or tweak these ideas in order to advance equity -- in design or implementation?

- On-the-ground outreach
 - Actively engage communities and businesses that are directly affected
 - Ensure that input is gathered from all potentially impacted vulnerable groups i.e. immigrant; poor/low income; deaf/hard of hearing; other disabilities; elderly and children; BIPOC, etc. and that decisions are made/programs are designed to meet their needs
 - Increase presence at ANC meetings but also recognize that's only one avenue
 - Need to meet people where they are, i.e. bus stops for bus changes, nearby schools for kid/family inputs, etc.
 - Surveys are not enough
 - Ways to support advocacy community – offering funding in recognition that engagement is important and valued
- Ensure that market-based solutions like TCI are equitable
 - Need to build a policy foundation that demonstrates a commitment to invest in equity and accessibility
 - Consider ways to offset financial impacts that TCI might have on low-income households
- Improve the layout of Wards 7 and 8 to make them conducive to biking and transit
- Provide free transit and other transportation subsidies
- Improve access to quality transportation and services