

Comprehensive Plan for the National Capital:

Transportation Element

Policy Summary

Guiding Principle A: Advance an Interconnected Transportation System that Meets Regional Planning Goals and Objectives

A.1 Regional Policy Framework and Agency Coordination

The federal government should:

- T.A.1** Support the development of a comprehensive and connected transportation system that meets land use, environmental, and economic goals articulated in regional plans and policies.
- T.A.2** Support capacity and service expansion of regional and local transit services, including Metrorail and Bus Rapid Transit, to increase access to public transportation and federal destinations.
- T.A.3** Work with transit providers to ensure that stations are accessible with informational signage and equipped to accommodate a range of travel options by providing parking for car-sharing services, amenities for bicyclists and pedestrians, and curb space for shuttles, circulators, and ride-hailing services.
- T.A.4** Support expanded levels of service for regional commuter rail between the District of Columbia, Maryland, and Virginia.
- T.A.5** Support the expansion of high speed and high capacity passenger rail to improve inter-city connectivity across the eastern United States, with Washington Union Station as a regional hub.
- T.A.6** Consider regional transportation and land use objectives and potential impacts to natural and cultural resources when evaluating transportation projects that would improve travel.
- T.A.7** Work with relevant agencies and other stakeholders to promote bicycling and establish a connected regional bicycle network.
- T.A. 8** Coordinate with regional and local agencies to develop an integrated system of bicycle and pedestrian trails that provide connections throughout the region, including to and from federal destinations.
- T.A.9** Coordinate with regional and local agencies to ensure that trail connections and rules in areas with multiple jurisdictional boundaries are clear to users and result in seamless transitions.
- T.A.10** Work with stakeholders to develop strategies to manage tour bus and commuter bus operations and parking to minimize negative impacts on circulation, parks, viewsheds, and cultural resources.

A.2 Management and Maintenance of Federal Transportation Assets

The federal government should:

- T.A.11** Support the maintenance and improvement of existing transportation infrastructure, with a priority on multimodal transportation corridors that support transit, pedestrian, and bicycle use.
- T.A.12** Support efforts to prioritize transportation funding towards maintenance of federal infrastructure that function as part of the regional commuter system.
- T.A.13** Support improvements that increase safety and reliability and preserves the historic character and cultural and national significance of the parkways.
- T.A.14** Coordinate with local, federal, and other stakeholders to accommodate safety improvements consistent with industry standards in a manner that minimizes impacts on natural and cultural resources.

A.3 Resiliency in Transportation Planning

The federal government should:

- T.A.15** Support regional efforts to manage transportation infrastructure in response to states of emergency.
- T.A.16** Support efforts to understand hazards and threats to transportation infrastructure and identify mitigation strategies to ensure system reliability.
- T.A.17** Consider asset resilience to natural events or man-made hazards when designing, locating or improving transportation infrastructure. Utilize industry best practices when selecting appropriate materials, and ensure that any increased maintenance requirements are reflected in life-cycle costs.

Guiding Principle B: Integrate a Range of Equitable Mobility Options to Improve Transportation Access Throughout the Region

B.1 Expansion of Mobility Options

The federal government should:

- T.B.1** Support efforts of local jurisdictions to design and implement new, expanded, and innovative multimodal services that connect to the existing public transportation network and enhance first- and last-mile connectivity, including supplemental transit services and micro-mobility solutions like dockless bikes and scooters.
- T.B.2** Work with local jurisdictions to ensure that there is adequate infrastructure for bicycles and pedestrians to safely and efficiently travel to and from federal destinations, including usable sidewalks, enough lighting, protected bike lanes, and multiuse trails, as appropriate.

- T.B.3** Provide secure bicycle parking spaces or bicycle lockers in close proximity to federal building entrances and in convenient locations throughout federal campuses, such as in parking facilities and at transit centers.
- T.B.4** Coordinate with local and regional bike sharing programs to expand service at federal facilities to provide a flexible, comprehensive, and efficient bike sharing network.
- T.B.5** Find opportunities to allow regional and neighborhood trail access across federal land, working with federal security staff to determine appropriate access points, pathways, and hours of operation.
- T.B.6** Operate shuttles that provide access between transit and federal destinations if adequate off-site transit service is not otherwise present. When providing access to federal campuses, such shuttles should also provide on-campus circulation between buildings. Any shuttle system should include waiting facilities with shelters and benches and adequate wayfinding signage. Shuttle services should be coordinated among federal agencies with overlapping route requirements to minimize costs and improve service.
- T.B.7** Operate cross-town shuttles in urban areas with limited local service to provide transit between federal agencies that regularly do business with one another, or among multiple agency office locations.
- T.B.8** Provide publicly accessible bicycle racks, bicycle sharing stations, and parking for vehicle-sharing services on federal land, where possible, or coordinate with local jurisdictions to provide them near federal facilities.
- T.B.9** Support roadway improvements that prioritize carpooling and the use of low-emission vehicles, including the use of high-occupancy vehicle lanes that provide priority access for high-capacity transit providers.

B.2 Transportation Equity

The federal government should:

- T.B.10** Establish a multimodal transportation network that supports a range of mobility options accessible to users of all incomes and abilities.
- T.B.11** Support the extension or improvement of the public transportation system's service area into developed, but underserved, areas of the region.
- T.B.12** Minimize negative impacts of transportation infrastructure projects on minority and low-income communities.
- T.B.13** Support federal and local government efforts to remove or deck freeways and other transportation infrastructure that create barriers to physical access throughout the region, particularly in communities that have been disproportionately impacted by transportation infrastructure.
- T.B.14** Work with local jurisdictions to improve the accessibility between the regional transit system and federal properties for all users through accessible pathways, sidewalks, streets, and curb ramps.

B.3 Emerging Transportation Modes

The federal government should:

- T.B.15** Support expansion of the water taxi system to provide an alternative commuting mode and access to waterfront attractions and employment centers. Coordination with federal entities to address security, mission requirements, transportation connectivity, and land use issues is critical.
- T.B.16** Coordinate with regional transportation agencies and providers of emerging transportation technologies to ensure that these services improve regional travel and reduce reliance on single-occupancy vehicles, and address negative impacts.
- T.B.17** Consider providing dedicated curb and public space within the right-of-way to accommodate beneficial transportation uses, as appropriate.
- T.B.18** Provide designated pickup/drop-off locations for ride-hailing services at or near federal destinations to reduce parking demand, improve traffic circulation, and minimize conflicts with other travel modes.
- T.B.19** Encourage collaboration between federal agencies and local government sponsors of dockless mobility programs to enhance multimodal access to and through federal properties while reducing the potential for negative impacts, such as physical and visual clutter.

Guiding Principle C: Connect Transportation and Land Use to Encourage Responsible Development Patterns

C.1 Regional Transit-Oriented Development

The federal government should:

- T.C.1** Create partnerships between federal agencies and local governments that incentivize housing options close to work, support multimodal commuting, and support shorter commute times through federal facility location decisions.
- T.C.2** Support efforts to provide a range of housing types for a variety of income levels along major transportation corridors.
- T.C.3** Support compact development patterns at or adjacent to Metrorail stations, other transit centers, or multimodal corridors that maximize access to transit services for federal workers and visitors.
- T.C.4** Encourage the development of, and access to, intermodal transit centers within highly developed areas and regional activity centers to maximize transit use and provide improved connectivity for all users.

C.2 Development on Federal Facilities

The federal government should:

- T.C.5** Maximize opportunities to locate workplaces, cultural sites, or other destinations adjacent to multimodal corridors and prioritize transit-accessible locations, where possible.

- T.C.6** Provide access and connections through federal campuses/workplaces to the local and regional transportation system, as appropriate, and minimize disruptions that result from security measures.
- T.C.7** Ensure transportation improvements are compatible with the existing transportation network and available services in the surrounding area.
- T.C.8** Consider the surrounding context, including location in historic districts, view corridors, or any applicable design guidelines, in determining the design, layout, scale, and materials of streetscape features.
- T.C.9** Assess impacts of development projects on the transportation system and provide mitigation to ensure that the system functions adequately when projects are completed, with an emphasis on multimodal solutions.
- T.C.10** Provide a system of dedicated, inter-connected trails, protected bike lanes, and sidewalks, for pedestrians and other micro-mobility options, among federal campus entrance points and all on-site buildings.
- T.C.11** Integrate green infrastructure measures into transportation projects to meet sustainability goals.
- T.C.12** Encourage compact development and connected walking, bicycle, shuttle/transit infrastructure and wayfinding on federal campuses so users can easily and comfortably travel between on-site destinations.
- T.C.13** Prioritize parking structures over surface parking. Encourage parking structures to be located below ground, in the interest of efficient land use and good urban design.
- T.C.14** Encourage surface parking lots to be designed in an environmentally sensitive manner using features such as permeable pavers, bioswales, green roofs over covered parking, and/or solar panels.
- T.C.15** Encourage parking structure design to be sensitive to the surrounding context and provide opportunities for integrating other uses or adaptable reuse, where possible.
- T.C.16** Encourage that surface parking lots, when no longer needed, are removed, converted to open space, or used for proposed development.
- T.C.17** Locate parking facilities so they do not obstruct pedestrian or bicycle access to buildings and minimize their visibility from surrounding public rights-of-way.
- T.C.18** Consolidate parking facility access to minimize curb cuts where possible.

C.3 Multimodal Corridors in the Monumental Core

The federal government should:

- T.C.19** Support the development of multimodal corridors that respect the character of monumental core streets that provide safe, convenient, and equitable mobility options.
- T.C.20** Ensure that monumental core streets function as multimodal transportation corridors while allowing flexibility to accommodate special events and gatherings.
- T.C.21** Support efforts to reconfigure travel lanes within the right-of-way to balance multimodal travel including reduction in travel lane widths and large curb radii, where possible.

Guiding Principle D: Promote Efficient and Sustainable Travel to Federal Destinations

D.1 Transportation Management Plans

The federal government should:

- T.D.1** Prepare Transportation Management Plans for federal facilities that encourage a multimodal transportation system that meets the needs of workers, residents, and visitors, while improving regional mobility, transportation access, and environmental quality. TMPs should be used as ongoing guidance documents over the term of the plan, particularly to help agencies meet NCPC parking ratio policies and reduce SOV travel.
- T.D.2** Develop an integrated Transportation Demand Management program as part of Transportation Management Plans to reduce impacts on regional congestion, improve environmental quality, and minimize parking demand at federal destinations.
- T.D.3** Continue to monitor existing transportation demand management programs and transportation metrics, including the commute mode split for the facility.

D.2 Workplace Parking

The federal government should:

- T.D.4** Meet the following zone-based (refer to maps in Element) parking space-to-employee ratios:
 - L'Enfant City:** In the L'Enfant City, the parking ratio should not exceed one space for every six employees (1:6). *[83 percent non-SOV mode share]*
 - Transit-Rich Corridors:** In highly Metro-accessible portions of the Historic DC Boundary, the parking ratio should not exceed one space for every four employees (1:4). *[75 percent non-SOV mode share]*
 - Transit Accessible:** For the remainder of the Historic DC Boundary Zone and suburban locations within 2,000 feet of a Metrorail station, the parking ratio should not exceed one space for every three employees (1:3). *[66 percent non-SOV mode share]*
 - Suburban Areas Beyond Metrorail:** For all other locations in the region, including areas served by high-occupancy toll/high-occupancy vehicle lanes or high-frequency commuter rail, the parking ratio should not exceed one space for every two employees (1:2). *[50 percent non-SOV mode share]*

If a facility falls between two zones, the stricter parking ratio will be upheld.
- T.D.5** Provide priority parking spaces in convenient locations for high-occupancy and energy-efficient vehicles to improve sustainability.
- T.D.6** In accordance with federal law, locate dedicated parking spaces for employees with ability impairments in locations that connect to the shortest accessible route to building entrances.

- T.D.7** Limit parking for temporary users conducting official business at a given federal workplace. These spaces shall be exempted from the installation's employee/parking ratio as specific in Policy T.D.4. Visitor destinations with more substantial parking needs should refer to Section D.3 for applicable parking policies.
- T.D.8** Provide limited parking spaces for fleet or operational vehicles as needed to meet mission requirements. These spaces shall be exempted from the installation's employee/parking ratio as specified in Policy T.D.4.
- T.D.9** Consider leasing existing parking near federal facilities to meet parking needs before building new parking at a facility. These spaces shall not be exempted from the installation's employee/parking ratio as specified in Policy T.D.4.
- T.D.10** Minimize adverse impacts of transportation decisions on adjacent communities including spillover parking and congestion.
- T.D.11** Consider charging employees for agency provided parking or treating agency provided parking as a taxable benefit to the extent permitted by law as a transportation demand tool to reduce overall single-occupancy vehicle travel.

D.3 Visitor Parking

The federal government should:

- T.D.12** Consult the parking policies of local jurisdictions to determine appropriate parking standards for non-workplace federal uses, including residential, commercial, and institutional uses. Absent clear local guidance, the federal government should determine appropriate parking ratios consistent with other comparable regional standards or industry best practices.
- T.D.13** Consider a range of transportation management techniques to enhance multimodal access to visitor destinations before expanding parking, particularly for destinations in more isolated areas of the region. Such strategies may include improved multiuse trail connections, bus facilities, and sidewalks, along with improved pedestrian wayfinding.
- T.D.14** Evaluate current parking conditions at visitor destinations, as well as projected parking demand related to any anticipated plans and projects, to demonstrate the need for expanded parking facilities. Such studies should include an assessment of parking congestion, turnover rates, and any impacts to resource conditions or the visitor experience.