Approach 1: Stay the Course

What will it take for us to have a world-class transportation system providing exceptional travel choices for people who live, work, and visit the District of Columbia? We’ve heard ideas as different as the many people we have asked. People’s differing viewpoints led us to develop three approaches for you to consider. Each approach offers a diverse transportation system with many transportation choices throughout the city and connecting to the region. It is important to note that none of these approaches are the transportation plan. Instead, each focuses on serving a particular theme. Today, you also can see how we used elements from each approach to develop a draft “blended” approach.

Approach 1 focuses on incremental investments for all the ways we travel. It prioritizes infrastructure state of good repair. It generally assumes current levels of funding (with increases for inflation) without new user fees.

### Approach 1: Framework

<table>
<thead>
<tr>
<th>Constant</th>
<th>Approach 1: Framework</th>
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</table>
| Major Projects |  - South Capitol Street Bridge  
                  - 11th Street Bridge  
                  - Other major infrastructure repairs |
| Pedestrians |  - Basic safety and quality improvements (e.g., intersection improvements) |
| Bicycles |  - Additional CaBi stations  
            - Planned trail system improvements (e.g., Metropolitan Branch Trail) |
| Transit |  - 22-mile streetcar system  
         - Moderate increase in local transit service (e.g., longer service hours)  
         - Focus on state of good repair  
         - Incrementally improved facilities  
         - Incrementally expanded network and improved facilities |
| Vehicular |  - Traffic signal optimization  
            - Intelligent transportation system upgrades  
            - Adequate freight access citywide  
            - 37-mile streetcar system  
            - Assistance to WMATA for:  
              - Railcar expansion to increase the number of eight-car trains  
              - Development of the bus priority corridor network  
            - Maintained/expanded rush hour parking restrictions  
            - Maintained/expanded reversible lane facilities |
| Parking |  - Basic performance parking in the busiest commercial districts  
        - See constants |
| Transportation Demand Management |  - Basic program  
                                   - See constants |
| Policy |  - Limited application of high-occupancy vehicle facilities on highways and bridge crossings |

Big Idea: The system has something for everyone. Let's keep it that way.
Big Idea: Let’s really fix the congestion downtown and the whole city will be better for it.

Approach 2: Get to the Center

What will it take for us to have a world-class transportation system providing exceptional travel choices for people who live, work, and visit the District of Columbia? We’ve heard ideas as different as the many people we have asked. People’s differing viewpoints led us to develop three approaches for you to consider. Each approach offers a diverse transportation system with many transportation choices throughout the city and connecting to the region. It is important to note that none of these approaches are the transportation plan. Instead, each focuses on serving a particular theme. Today, you also can see how we used elements from each approach to develop a draft “blended” approach.

Approach 2 focuses on efficient access to and within downtown from within the District and region, as well as outside the region using all modes of transportation.

<table>
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| Major Projects | • South Capitol Street Bridge  
• 11th Street Bridge  
• Other major infrastructure repairs |
| Pedestrians | • Reconfigure bridges and streets that access downtown  
• Expand intermodal centers |
| Bicycles | • Improve facilities on key travel paths to and within downtown |
| Transit | • Expand protected bicycle network (cycle tracks and trails) to and within downtown  
• Additional and improved river crossings serving downtown |
| Vehicular | • 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 |
| Parking | • 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 |
| Transportation Demand Management | • Basic program  
• Encourage regional intermodal facilities (to intercept trips before they make it to the District)  
• BUSinessthat 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 |

Visit www.wemovedc.org to learn more.
Big Idea: Focus on short-distance travel and the District will be more livable.

Approach 3: Connect the Neighborhoods

What will it take for us to have a world-class transportation system providing exceptional travel choices for people who live, work, and visit the District of Columbia? We’ve heard ideas as different as the many people we have asked. People’s differing viewpoints led us to develop three approaches for you to consider. Each approach offers a diverse transportation system with many transportation choices throughout the city and connecting to the region. It is important to note that none of these approaches are the transportation plan. Instead, each focuses on serving a particular theme. Today, you also can see how we used elements from each approach to develop a draft “blended” approach.

Approach 3 focuses on increasing connectivity, access, and efficiency of travel between key destinations within and adjacent to the District. It prioritizes local travel above regional travel within the District.

<table>
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<tr>
<th>Constant</th>
<th>Approach 3: Framework</th>
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| Major Projects | - South Capitol Street Bridge  
- 11th Street Bridge  
- Other major infrastructure repairs  
- New and better connections across parks, rivers, and railroad tracks  
- Reallocate bridge space to better accommodate local travel |
| Pedestrians | - Basic safety and quality improvements (i.e., intersection improvements)  
- Expanded Safe Routes to School program  
- New Safe Routes for Seniors program  
- 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 |
| Bicycles | - Additional CitiBike stations  
- Planned system improvements (i.e., Metropolitan Branch Trail)  
- 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  
- Traffic signal optimization  
- Intelligent transportation system upgrades  
- Adequate height access citywide  
- Signal timing to favor pedestrians, bicycles, and local traffic  
- More local street connections  
- Designated curb-side loading in business districts with reservation system; contest-appropriate vehicles and delivery/service hours  
- Expanded transit subsidies to users  
- Eliminate transfer penalty fee for district-to-district trips |
| Transit | - 22-mile streetcar system  
- Moderate increase in local transit service (i.e., longer service hours)  
- 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 | - Basic performance parking in the busiest commercial districts  
- Permanent on-street parking where rush hour restrictions exist  
- Adjust residential parking permit program to better protect residents  
- Performance parking in commercial areas citywide  
- 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 |
| Parking | - Basic program  
- 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 |
| Transportation Demand Management | - Basic program  
- 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 |

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