Big Idea: The system has something for everyone. Let’s keep it that way.

Approach 1 Performance: Stay the Course

Mode Share for Daily Trips

We expect that all trips that have a starting AND ending point in the District will happen this way by 2040.

By contrast, trips that have either a starting OR ending point in DC will be made at a higher rate by transit and driving and lower rate by walking and bicycling by 2040.

Transit Access

By 2040, this is the percent of the District’s population that will have access to these types of transit.

Bike/Walk Network

The District will continue to invest in bicycling and walking facilities. By 2040 sidewalks will be available on at least one side of every street and many more bikeways will be constructed. The graphic shows the size of the system planned.

Capacity to Move People

Overall, there will be more capacity in the District’s transportation system to move people; however, automobile capacity will decline to make room for other travel modes.

Parking

In the future, peak period on-street parking restrictions will remain in current locations.

Visit www.wemovedc.org to learn more.
Big Idea: Let’s really fix the congestion downtown and the whole city will be better off.

Your comments and ideas contributed to the creation of the three approaches we have here today. Each performs differently.

Take a few minutes and explore the approaches, their transportation network, and performance. Then, use your “Build Your Blend” activity handout to select your favorite components from each approach.

Approach 2 Performance: Get to the Center

Mode Share for Daily Trips

We expect that all trips that have a starting AND ending point in the District will happen this way by 2040.

By contrast, trips that have either a starting OR ending point in DC will be made at a higher rate by transit and driving and lower rate by walking and bicycling by 2040.

Transit Access

By 2040, this is the percent of the District’s population that will have access to these types of transit.

Bike/Walk Network

The District will continue to invest in bicycling and walking facilities. By 2040 sidewalks will be available on at least one side of every street and many more bikeways will be constructed. The graphic shows the size of the system planned.

Capacity to Move People

Overall, there will be more capacity in the District’s transportation system to move people; however, automobile capacity will decline to make room for other travel modes.

Parking

In the future, on-street parking will be removed from some corridors that currently have peak period parking restrictions to make room for other transportation uses. This will result in a 14% reduction in off-peak parking (as a percentage of total on-street parking supply).

Visit www.wemovedc.org to learn more.
Approach 3 Performance: Connect the Neighborhoods

Your comments and ideas contributed to the creation of the three approaches we have here today. Each performs differently.

Take a few minutes and explore the approaches, their transportation network, and performance. Then, use your “Build Your Blend” activity handout to select your favorite components from each approach.

Mode Share for Daily Trips

We expect that all trips that have a starting AND ending point in the District will happen this way by 2040.

By contrast, trips that have either a starting OR ending point in DC will be made at a higher rate by transit and driving and lower rate by walking and bicycling by 2040.

Transit Access

By 2040, this is the percent of the District’s population that will have access to these types of transit.

Bike/Walk Network

The District will continue to invest in bicycling and walking facilities. By 2040 sidewalks will be available on at least one side of every street and many more bikeways will be constructed. The graphic shows the size of the system planned.

Capacity to Move People

Overall, there will be more capacity in the District’s transportation system to move people; however, automobile capacity will decline to make room for other travel modes.

Parking

In the future, peak period on-street parking restrictions will be lifted on key corridors. This will result in a 13% increase in peak-period parking (as a percentage of total on-street parking supply).