Street life in Dupont Circle
I. Different Transportation System Approaches

The District of Columbia is a vibrant modern city with a rich history. It is the capital of our nation and a world capital city. The nation's capital should be a regional, national, and international leader in providing a high-quality and innovative multimodal transportation system that offers a world-class experience for the many people that live in, work in, and visit D.C.

The District has a complex and multifaceted role regionally, nationally, and internationally. The experience and needs of travelers in the District vary and are influenced by who the person is; where they live; where they work, shop, and play; how old they are; their income; and innumerable other conditions. At the scale of individuals, opinions as to what the city’s transportation system needs to do, how it should be shaped, and what it should focus on depend on these factors.

For individuals who participated in moveDC, the themes of discussion that emerged time and again throughout the process were those that the approaches are based around—staying the course; getting in, out of, and moving around within downtown; and connecting the city’s many neighborhoods. As the District grows, the ability to efficiently travel between city neighborhoods and to the greater region will become increasingly important. Meanwhile, as the region grows, access to the District is likely to remain a priority and a critical regional need.

Many different approaches could be taken to help meet the District’s future transportation needs. Each have their benefits and costs. The plan’s vision and goals, in combination with the diverse input collected during the early stages of the planning process, led to defining and evaluating three distinct approaches for the future transportation system.

By constraining detailed evaluation to three approaches, moveDC was able to define distinctive qualities in each approach so as to provide the public, stakeholder committees, and policy-makers with valuable information about trade-offs. The three approaches, developed based on input from the public and stakeholder committees, all offered a diverse and interconnected transportation system within the District and connecting to the region.

From the initial development of the approaches, none were intended to become the transportation plan. Instead, they were designed to be a means of evaluating ideas generated by participants by testing them quantitatively and qualitatively. Each approach is a possible pathway to a 2040 transportation system that supports the moveDC vision and goals. As such, each represents a substantial level of investment and 25 years worth of projects.

moveDC shared the evaluation of the approaches throughout the planning process to gauge reactions and collect feedback. Ultimately, elements from each approach were blended into a balanced, coordinated, and integrated transportation plan, which is presented in the chapters that follow.
II. Building the Approaches

The individual elements in each approach were informed by public and committee input. Public meetings that provided information into the approaches included the Ideas that Build and Ideas on Choices.

A. PUBLIC INPUT ON THE APPROACHES

Ideas that Build

The first round of moveDC public workshops—Ideas that Build—helped to create the foundation of the moveDC Plan and also provide insight into the key building blocks (listed and described in the graphic below) for the approaches. The Ideas that Build workshops sought to identify the public’s priorities for moveDC.

In the building block activity, participants had the opportunity to build thematic plan scenarios. In these scenarios they selected elements they felt were most important to address existing and future transportation challenges within a limited set of resources (funding). Figure 3.1 shows the percentage of participants who prioritized each “building block” as a part of their future scenario. Green bars represent the blocks that acknowledge a need for additional resources.
<table>
<thead>
<tr>
<th>Building Blocks</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accelerated Good Repair</strong></td>
<td>Choosing this building block means everything that needs repair or rehabilitation, big or small, gets what it needs so that it lasts a long time. Unlike the business as usual block, more can happen quickly! DDOT also works with WMATA to do Metrorail maintenance more quickly by providing additional funding.</td>
</tr>
<tr>
<td><strong>Bikes and Pedestrians Everywhere</strong></td>
<td>If you want to be able to bike and walk from and to everywhere in the city, this is the building block you want to choose. It builds a comprehensive bike network and dramatically improves things for pedestrians all across the city.</td>
</tr>
<tr>
<td><strong>Bridges and Tunnels</strong></td>
<td>Places; infrastructure; and resources like parks, freeways, and rivers are important parts of the identity of the District. They also make some trips challenging. This building block makes these barriers less of a burden.</td>
</tr>
<tr>
<td><strong>Expand the Grid</strong></td>
<td>Despite the District having a largely interconnected network of streets, there are neighborhoods were street connections are needed. This building block fills in gaps in the street local street network. It does not include major bridges or tunnels.</td>
</tr>
<tr>
<td><strong>Fast Transit</strong></td>
<td>If you like fast transit and Metrorail is not convenient for you, this is the building block for you. This building block gives transit its own space on streets, builds stations where you can comfortably wait, and gets you to most of the major destinations in the city quickly.</td>
</tr>
<tr>
<td><strong>Local Transit</strong></td>
<td>More buses and/or streetcar going more places, more frequently, more days of the week, and more hours of the day with better amenities when you are waiting for the bus—that’s what this building block provides.</td>
</tr>
<tr>
<td><strong>Low Cost Transit</strong></td>
<td>Have you ever made a decision on whether to take a bus or the train based on how much it costs? This building block reduces or eliminates transit fare from the trip decision-making. When you think about this building block, think about reduced fare or fare-free transit for some people or everyone.</td>
</tr>
<tr>
<td><strong>More Metrorail</strong></td>
<td>This building block is about making our Metrorail system more accessible, reliable, available, and faster. DDOT works with WMATA to have more trains, more places, more times of the day without delay. Imagine new lines, space on the platform, and more stations.</td>
</tr>
<tr>
<td><strong>More Car Capacity</strong></td>
<td>There are some bottlenecks that just need to be fixed and some corridors that need more lanes for cars and trucks. This building block focuses on making it easier to drive in the city, but it may not make it easier to drive everywhere.</td>
</tr>
<tr>
<td><strong>Parking Management and Expansion</strong></td>
<td>If you have, use, or need something that is delivered by a car or truck, then parking is probably important to you. This building block increases the physical inventory of on-street parking or takes action to manage the existing space better.</td>
</tr>
<tr>
<td><strong>Smarter System</strong></td>
<td>Ever heard the saying, “work smarter, not harder?” That’s what this building block does for the transportation system. It makes what we have as efficient as possible by coordinating traffic signals and making buses go faster. It provides more information and incentives to make alternatives to driving alone accessible (called Transportation Demand Management).</td>
</tr>
<tr>
<td><strong>Sustainable and Beautiful</strong></td>
<td>There are times that streets function just fine, but could look better or create benefit. This building block would make changes to streets to benefit our rivers and streams, increase the city’s tree canopy, and enhance the look and feel of streets and sidewalks.</td>
</tr>
</tbody>
</table>
Through a map exercise, people shared their comments on their experience with and ideas for the existing transportation system. Figure 3.2 shows a summary of locations where people offered specific comments as a part of the exercise. Green dots are locations where people felt that things are going well, red dots are locations where people identified an issue, and yellow dots are locations that people had an idea for improvement.
Ideas on Choices

The Ideas on Choices public workshops presented a comprehensive summary of existing transportation conditions in the District and introduced the three approaches to developing a world-class transportation system—Approach 1: Stay the Course, Approach 2: Get to the Center, and Approach 3: Connect the Neighborhoods. Each approach that was introduced sought to provide exceptional travel choices for people who live, work, and visit the District—the moveDC Plan’s vision, paraphrased.

The centerpiece of the workshops was an activity collecting input on the approaches. Responding to this activity, the public posted specific comments on the approach maps and the framework. Public-suggested elements for the approaches included:

- Longer transit hours (24/7 transit)
- Reduce bus headways
- Additional Circulator service
- Flat rate Metrorail and/or unlimited monthly pass
- Suburb-to-suburb or circumferential Metrorail
- Removal of a substantial portion of downtown parking
- Incentives for non-auto modes
- More/improved river crossings for bikes
- A downtown cordon charge that doesn’t penalize residents, specifically low-income households
- Expanded transit in dedicated lanes

Broadly, the exercise in presenting the three approaches to the public created understanding as to why the transportation plan will need to be balanced in its investment strategy. Singly serving commuters, residents, or state of good repair would not achieve the moveDC Plan’s vision or people’s expectations.

People felt strongly that the transportation plan needs to decrease the distance people need to travel to reach high-quality bicycle facilities and that the system needs to extend citywide. As a part of the citywide system, the quality of accommodation at natural barriers and river crossings were a top priority of bicyclists. The expansion of Capital Bikeshare to more locations in the city and to more population groups—including lower income communities—was viewed as essential to improving people’s quality of life.

In terms of transit, participants expressed the desire to have high-capacity transit in dedicated lanes. People shared the opinion that for the system to be able to shift people from other modes—namely driving—to transit, it would have to deliver fast, efficient, reliable services that could only be offered by transit not encumbered by general traffic. Participants also suggested that addressing transit fare issues in low-income communities was important to offering people greater and more efficient mobility.

People’s opinions were mixed on many elements presented for the approach in terms of the vehicular system. Parking continued to be a controversial topic with the only agreement coming in terms of it being available. There was no consensus on how to make parking more available.

Many participants expressed interest in evaluating techniques—price and occupancy (high-occupancy vehicle [HOV]) requirements—to manage traffic along major travel routes and in specific areas of the city. Many people expressed concern about equity in accessing these facilities, fairness about being charged to travel within the District, and the impacts that could result on local streets due to diversion.
moveDC Ideas that Build public workshops

B. PLAN AND STAKEHOLDER INPUT
In addition to the public input in building the approaches, moveDC collected information from existing DDOT and other stakeholder plans. Concepts from the District’s Bicycle Master Plan, Transit Future System Plan, and Pedestrian Master Plan, as well as WMATA’s Priority Corridor Network, Momentum 2025, and Regional Transit System Plan documents and processes were incorporated into one or more approaches.

As moveDC developed the approaches, the elements in each were the subject of discussion with the Transportation Plan Advisory Committee as well as the Agency Advisory Committee. Through these processes, in addition to the public engagement, moveDC defined and focused each approach.

C. APPROACH COMPONENTS
To build the approaches, moveDC used modal components, such as protected and non-protected bike lanes, high-capacity transit corridors, and managed roadway facilities to create complete modal networks. These components were identified to establish complete networks and test opportunities for higher capacity or more protected facilities. As with all components of the moveDC Plan, individual elements of the approaches were included with the assumption that further analysis and design would be necessary prior to implementation.

III. Approaches to moveDC
The first approach evaluates what happens if the city continues along its existing course, largely making incremental changes to the transportation system while seeking to balance commuting and neighborhood demands. This approach is most similar to today’s system. The second and third approaches explore the tension between commuter trips and local, short-distance trips and how and where each trip type should be accommodated.

This section describes each of the three approaches developed during moveDC’s planning process. Major infrastructure and policy initiatives for all modes of transportation are described in each approach. Elements of the approaches that are consistent among approaches also are documented in this section. The three approaches were intended to highlight differences in the transportation system and identify key choices that could be blended into the eventual plan scenario.

Following the description of each approach are summaries of performance and characteristics of each approach as well as the future (2040) baseline (existing network with committed projects). Report cards summarizing performance of the approaches for each moveDC goal also is provided. Performance measures used in the evaluation include traditional transportation metrics as well as those pertaining to the long-term health and success of the city as a vibrant, growing urban community.
A. CONSTANTS
There are a set of constants for the moveDC plan—things the District is already doing or is planning to do. Among the constants are maintenance and rehabilitation of existing assets, snow removal, traffic management, planting trees, operating buses, and providing funds to WMATA. Other constants include meeting existing DDOT commitments like the 22-mile streetcar network and replacement of the South Capital Street Bridge. Table 3.1 shows a framework of projects and programs considered to be given elements of the moveDC Plan.

B. APPROACH 1 – STAY THE COURSE
This approach focused on incremental improvements for all the ways people travel and prioritized infrastructure state of good repair. This approach assumes existing levels of funding (with increases for inflation) without new user fees. Table 3.1 shows the framework for Approach 1. The transportation network is shown in Figure 3.3. Major elements, in addition to focusing on state of good repair, include:

- Proposed 37-mile streetcar system
- WMATA’s proposed Primary Corridor Network (PCN)
- Incrementally improved pedestrian and bicycle facilities
- Maintaining rush hour parking restrictions
- Limited application of HOV facilities

C. APPROACH 2 – GET TO THE CENTER
This approach focused on efficiently accessing downtown from within the District, within the region, and outside the region using all modes of transportation. Table 3.1 shows the framework for Approach 2. The transportation network is shown in Figure 3.4. Major elements of this approach include:

- Improved commuter rail services such as MARC/VRE run-through service
- Dedicated space for high-capacity surface transit on bridges and corridors connecting to and within downtown
- Pedestrian and bicycle networks on key travel routes to and within downtown
- Permanent removal of rush-hour restricted on-street parking on key corridors
- Downtown cordon area (congestion charging zone) for private vehicle trips

D. APPROACH 3 – CONNECT THE NEIGHBORHOODS
This approach focused on increasing connectivity, access, and efficiency of travel between neighborhood and key destinations citywide. It prioritized local travel and protected local streets from regional traffic in residential neighborhoods. Table 3.1 shows the framework for Approach 3. The transportation network is shown in Figure 3.5. Major elements of this approach include:

- High-capacity surface transit serving neighborhood-to-neighborhood travel
- New downtown Metrorail line
- Expanded bicycle and pedestrian facilities citywide
- More local street connections
- Permanent on-street parking where rush hour restrictions currently exist
- HOV lanes
Table 3.1: Summary of Major Framework Elements of the Three Approaches

<table>
<thead>
<tr>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
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</thead>
</table>
| **Major Projects** | • South Capitol Street Bridge  
                      • 11th Street Bridge  
                      • Other major infrastructure repairs  
                      • Focus on state of good repair |
| **Pedestrians** | • Basic safety and quality improvements (i.e., intersection improvements)  
                      • Incrementally improved facilities |
| **Bicycles** | • Additional CaBi stations  
                      • Planned trail system improvements (i.e., Metropolitan Branch Trail)  
                      • Incrementally expanded network and improved facilities |
| **Transit** | • 22-mile streetcar system  
                      • Moderate increase in local transit service (i.e., longer service hours)  
                      • 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 |
| **Vehicular** | • Traffic signal optimization  
                      • Intelligent transportation system upgrades  
                      • Adequate freight access citywide  
                      • 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** | • Basic performance parking in the busiest commercial districts  
                      • Limited application of high-occupancy vehicle facilities on highways and bridge crossings |
<table>
<thead>
<tr>
<th><strong>Approach 2 – Get to the Center</strong></th>
<th><strong>Approach 3 – Connect the Neighborhoods</strong></th>
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<tbody>
<tr>
<td>• Reconfigure bridges and streets that access downtown</td>
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<tr>
<td>• Expand intermodal centers</td>
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<tr>
<td>• Improve facilities on key travel paths to and within downtown</td>
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<tr>
<td>• Expand protected bicycle network (cycle tracks and trails) to and within downtown</td>
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<tr>
<td>• New and better connections across parks, rivers, and railroad tracks</td>
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<tr>
<td>• Reallocate bridge space to better accommodate local travel</td>
<td></td>
</tr>
<tr>
<td>• High-capacity transit in dedicated space on corridors connecting to and within downtown</td>
<td></td>
</tr>
<tr>
<td>• Dedicated space for high-capacity transit on bridges</td>
<td></td>
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<tr>
<td>• Assist in implementation of elements in WMATA’s Momentum Plan</td>
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<tr>
<td>• Improved commuter rail services including MARC/VRE run-through service and MARC at L’Enfant Station</td>
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<tr>
<td>• Additional and improved river crossings serving downtown</td>
<td></td>
</tr>
<tr>
<td>• Expand protected bicycle network (cycle tracks and trails) serving neighborhood to neighborhood travel</td>
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<tr>
<td>• Additional/improved facilities crossing barriers</td>
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<tr>
<td>• Discounted Capital Bikeshare membership and credit card requirement waived for some populations</td>
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</tr>
<tr>
<td>• High-capacity transit serving neighborhood-to-neighborhood travel</td>
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<tr>
<td>• Assist in implementation of elements in WMATA’s Regional Transit System Plan</td>
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<tr>
<td>• Expanded transit subsidies to users</td>
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<tr>
<td>• Eliminate transfer penalty fee for district-to-district trips</td>
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<tr>
<td>• Signal timing to favor access to and circulation within downtown</td>
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<tr>
<td>• Off-peak/off-street loading downtown; consolidated delivery to downtown; downtown loading space reservation system</td>
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<tr>
<td>• Signal timing to favor pedestrians, bicycles, and local traffic</td>
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<tr>
<td>• More local street connections</td>
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<tr>
<td>• Designated curbside loading in business districts with reservation system; context-appropriate vehicles and delivery/service hours</td>
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</tr>
<tr>
<td>• Permanent removal of on-street parking on key corridors to and within downtown; reallocation of space to other modes of transportation</td>
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<tr>
<td>• Permanent on-street parking where rush hour restrictions exist</td>
<td></td>
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<tr>
<td>• Adjust residential parking permit program to better protect residents</td>
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<tr>
<td>• Performance parking in commercial areas citywide</td>
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<tr>
<td>• Encourage regional intermodal facilities (to intercept trips before they make it to the District)</td>
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<tr>
<td>• Businesses that pay for employee parking must offer equivalent value in cash</td>
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<tr>
<td>• Mandatory transportation demand management (TDM) programming for new development within the core</td>
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<tr>
<td>• Develop neighborhood transportation hubs where people can connect to multiple travel options and have comprehensive travel information</td>
<td></td>
</tr>
<tr>
<td>• Mandatory TDM programming for new development in all high-capacity, transit-accessible areas</td>
<td></td>
</tr>
<tr>
<td>• Implementation of downtown congestion charge area for private vehicle trips</td>
<td></td>
</tr>
<tr>
<td>• HOV lanes</td>
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</tbody>
</table>
FIGURE 3.3: APPROACH 1 – STAY THE COURSE
Approach 1 features high-capacity transit lines (WMATA’s PCN and D.C. Streetcar) throughout the city and bicycle facilities that focus on downtown, and does not include new user fees.

Legend

- **Quadrant Boundary**
- **Ward Boundary**
- **Water**
- **Park**

**Existing Infrastructure**
- **Metrorail Station**
- **Metrorail Line**
- **Bike Lane (incl. Contraflow & Climbing)**
- **Cycle Track**
- **Off-Street Path**
- **Railroad**
- **Road**

**Approach Elements**
- **Off-Street Path (Sidewalk or Trail)**
- **Bicycle Lane**
- **Cycle Track**
- **WMATA Priority Corridor Network (PCN)**
- **DC Streetcar**

**Approach Elements (cont.)**
- **Managed Lane**
- **Roadway Reconfiguration (Includes Bridges)**
- **New Street**
- **Union Station Improvements**
FIGURE 3.4: APPROACH 2 – GET TO THE CENTER
Approach 2 features high-capacity transit and bicycle facilities that serve access to and within downtown, commuter rail enhancements, and a downtown congestion pricing cordon.
Approach 3 features high-capacity transit and bicycle facilities that provide connections between neighborhoods, a new Downtown Metrorail line, and managed lanes at entry points to the city.
IV. Approach Performance

Each approach was evaluated to assess overall system performance as well as the extent of transportation choices at a more local level. The evaluation used the Districtwide Travel Demand Model as well as geographic analysis that evaluated proximity, connectivity, and the coverage of modal networks. By evaluating each approach using consistent metrics and methodologies, moveDC was able to compare performance across approaches, which was vital to the process of blending the approaches into the final plan. The performance measures were derived from the moveDC Plan goals to assess how the projected 2040 transportation system would function. The following outlines the performance of each approach.

**PERFORMANCE MEASURE DEFINITIONS**

**Transportation Choice**
The number of future transportation options available in a given place is characterized by a “mobility index”. Available transportation options measured by the mobility index (Figures 3.6 through 3.8) consist of protected bicycle facilities (trails or cycle tracks) within a 2-minute ride, bicycle facilities (trails, cycle tracks, or bike lanes) within a 2-minute ride, a Metrorail station within a 7.5-minute walk, and a high-capacity transit (including streetcar) station within a 7.5-minute walk. Each approach is defined such that a sidewalk will be available on one side of every street in the future.

For the purpose of this evaluation, it is assumed that access to vehicular transportation and local bus transportation (Metrobus or Circulator) will not change. The mobility index is shown in maps where green shading represents more choice and red shading represents less choice.

**Mode Share**
Mode share is the percentage of daily future trips that are forecast to be taken by different means of transportation. The moveDC mode share forecasts were developed using the Districtwide Travel Demand Model.

**Access to Transit**
Access to transit describes the percent of the District’s forecast future population that will be able to reach high-capacity surface transit, streetcar or Metrorail within a 7.5-minute walk. The distance is measured along a walking route (sidewalk or trail) rather than along a straight line.

**Parking**
The forecast modification to on-street parking spaces as a result of adjustments to rush hour parking restrictions is considered.

**Capacity to Move People**
Person-carrying capacity measures the ability of the transportation network to move people using all modes of travel. The capacity is calculated using the length of each facility in miles and the number of people that fit into one mile of each facility type. Transit headways, or the time between each consecutive bus or train, also are considered. The person-carrying capacity evaluation does not measure local bus (Metrobus or Circulator) as this service is assumed to be equivalent across the three approaches. Also, it does not measure pedestrian capacity. The calculation does consider the change in vehicular capacity resulting from dedication of space to other travel modes and adjustments to parking policy.
**A. PERFORMANCE MEASURES**

**Transportation Options**

In the Stay the Course approach, the neighborhoods of greater downtown and those along a few major travel corridors have the most transportation choice.

By 2040, this percent of the District population will have access to:

<table>
<thead>
<tr>
<th>Option</th>
<th>0%</th>
<th>20%</th>
<th>40%</th>
<th>60%</th>
<th>80%</th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
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<td></td>
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<tr>
<td>Designated Bike</td>
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<tr>
<td>Protected Bike</td>
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<tr>
<td>High Capacity Transit</td>
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<tr>
<td>Metrorail</td>
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</tbody>
</table>

**Figure 3.6: Approach 1 - Stay the Course Mobility Index Summary**

**Legend**

- **Mobility Index**
  - Low Mobility
  - High Mobility

- **Approach 1**

- **Metrorail Line**
- **School**
- **Hospital**

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Transportation Options

In the Get to the Center approach, neighborhoods along major travel corridors into and out of downtown have the most transportation choice.

By 2040, this percent of the District population will have access to:

- Sidewalk
- Designated Bike
- Protected Bike
- High Capacity Transit
- Metrorail

Figure 3.7: Approach 2 - Get to the Center Mobility Index Summary

Legend
- Mobility Index
  - Approach 2

- Low Mobility
- High Mobility

- Metrorail Line
- School
- Hospital
Transportation Options

With the Connect Neighborhoods approach, downtown remains well served, while many other neighborhoods also benefit from new transportation choices.

By 2040, this percent of the District Population will have access to:

- Sidewalk
- Designated Bike
- Protected Bike
- High Capacity Transit
- Metrorail

Figure 3.8: Approach 3 - Connect the Neighborhoods Mobility Index Summary

Legend

<table>
<thead>
<tr>
<th>Mobility Index</th>
<th>Approach 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Mobility</td>
<td></td>
</tr>
<tr>
<td>High Mobility</td>
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</tbody>
</table>

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Mode Share for Daily Trips
The following briefly summarizes mode share results from each of the scenarios for District to District trips and trips to and from the District and the Region.

Mode Share for District to District Trips

- **Approach 1 (Stay the Course)** has the highest forecast motorized mode share. Approach 1 does not include a widespread application of HOV facilities, a downtown cordon area or an increased TDM program, strategies that may discourage some drivers from traveling by single-occupancy vehicle and encourage them to use another mode.

- **Approaches 1 (Stay the Course) and 2’s (Get to the Center) transit mode shares are the result of higher levels of investment in high-capacity surface transit.** The modest difference between Approach 1 and 2’s mode share and Approach 3’s mode share suggests that Approach 1 and 2 may have more transit investment than there is demand for that investment.

- **Approach 3 (Connect the Neighborhoods)** has the highest forecast levels of bicycling and walking, indicating that a neighborhood-level approach to bicycle facilities could be beneficial and effective.

Mode Share for Trips to or from the District

- **Approaches 2 (Get to the Center) and 3’s (Connect the Neighborhoods) higher levels of transit mode share indicate that transit connectivity between D.C. neighborhoods and to neighboring jurisdictions is beneficial.**

- **Approaches 2 (Get to the Center) and 3’s (Connect the Neighborhoods) increased bicycling and walking mode share indicate that investments in infrastructure within the District and at its borders will influence trips made to and from the District.**

Parking

- **Approach 1 (Stay the Course).** In the future, peak period on-street parking restrictions will remain in existing locations.

- **Approach 2 (Get to the Center).** 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 would result in a 14% reduction in off-peak parking (as a percentage of total on-street parking supply).

- **Approach 3 (Connect the Neighborhoods).** In the future, peak period on-street parking restrictions will be lifted on key corridors. This would result in a 13% increase in peak-period parking (as a percentage of total on-street parking supply).
Capacity to Move People
Overall, there will be more capacity in the District’s transportation system to move people; however, automobile capacity will decrease to make room for other travel modes.

- **Approach 1 (Stay the Course)** has the smallest increase in person carrying-capacity as well as the smallest reduction in vehicular capacity. Conversely, the largest increase in person carrying-capacity comes with the largest reduction in vehicular capacity in **Approach 3 (Connect the Neighborhoods)**.
- Moving forward, the needs of vehicular travel must be balanced with opportunities to provide increased benefit to overall movement within the District.

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.

- **All approaches** significantly increase the amount of bicycle infrastructure in the District and also provide sidewalks on at least one side of every street.
- **Approaches 2 (Get to the Center) and 3 (Connect the Neighborhoods)** provide the most bicycle facility mileage (bike lanes and cycle tracks).

Transit Access
The graphic shows the percent of the District’s population that will have access to high-capacity transit and Metrorail.

- **Approach 1 (Stay the Course)** provides the highest level of transit access as it includes the full 37-mile streetcar system and WMATA’s Primary Corridor Network (PCN).
- **Approach 3 (Connect the Neighborhoods)** is the only approach with increased Metrorail access. The new downtown Metrorail line is largely within an area currently served by Metrorail. While it only incrementally increases the coverage of Metrorail, it will have a significant benefit to D.C. and the region.
B. COMPARATIVE REPORT CARD

The three approaches were measured comparatively against each of the moveDC Plan’s goal areas. The goals and performance criteria are discussed in more detail in Chapter 1. The charts present a comparative summary of approach performance within each goal area on a representative scale from 0 to 100.

Citywide Accessibility and Mobility
Maximize system reliability and capacity for moving people and goods. Maintaining connectivity and accessibility in a diversity of ways (driving, public transportation, walking, and biking), while also accommodating freight movements within and through the District is important. Connections to regional transportation facilities are important in providing access into and out of the city.

• A higher rating means: It’s easier to get in and around the city.
• Approach 3 (Connect the Neighborhoods) performs the best because it most increases the person-carrying capacity of the transportation system. The new downtown Metrorail line accounts for a large portion of the increase. Approach 3 is also the only approach that reduces financial barriers to the lowest income transportation system users.
• Approach 1 (Stay the Course) best accommodates the movement and management of freight and goods, but has the lowest increase of person-carrying capacity and is least integrated with the regional transportation system.

Neighborhood Accessibility and Connectivity
Support neighborhood vitality and economic development. Enhanced connectivity and improved transit service can contribute to neighborhood vitality. These investments can reduce travel time and cost for people and also encourage economic development.

• A higher rating means: There are more connections between District neighborhoods and activity centers.
• Approach 3 (Connect the Neighborhoods) scores high among all neighborhood accessibility and connectivity measures, most influentially increasing the coverage of all modal networks throughout the District.
• Approach 1 (Stay the Course), conversely, scores lower among all measures.
Sustainability and Health
Achieve 75% of all commute trips in the District by non-auto modes. We want to promote a healthy lifestyle and sustainable transportation system through the creation of safe places to live, work, and play. Providing for today’s needs without negatively impacting the ability of future generations to do the same is important.

- **A higher rating means:** The transportation system helps to promote an environmentally friendly and healthy lifestyle for District residents, employees, and visitors.
- **The three approaches** compare similarly in terms of sustainability and health, but Approaches 2 and 3 receive higher scores for increasing non-auto mode share.
- **Approach 3 (Connect the Neighborhoods)** is vulnerable with respect to changing environmental and climatological conditions because it adds the most transportation infrastructure in flood zones.

Safety and Security
Achieve zero fatalities and serious injuries on the District transportation network. The transportation system can contribute to safety and security by providing enhanced accommodations for walking, bicycling, driving, and transit. Sidewalks and accommodation for emergency evacuation are considerations within this category.

- **A higher rating means:** The transportation system will be safer.
- **Approach 3 (Connect the Neighborhoods)** scores highest due, in part, to improved redundancy of transportation networks to handle emergencies. Approach 3’s new downtown Metrorail line accounts for a large portion of the increase.
- **The three approaches** all expand the sidewalk network to at least one side of every street.
Public Space
Reinforce Washington, D.C.’s historic landscapes and quality of neighborhood public space. Washington, D.C.’s historic and cultural features combined with its distinct neighborhoods and public spaces contribute to the District’s unique identity. World-class cities are defined not only by their great spaces, but also by the corridors that connect them. Streets should be attractive and walkable.

- A higher rating means: Streets are more attractive and walkable. There are more street trees.
- The three approaches score similarly, but Approach 3 (Connect the Neighborhoods) provides the most opportunity to improve streetscapes and enhance the public realm through its identified infrastructure investments.

Preservation
Maximize reliability for all District transportation infrastructure by investing in maintenance and asset management. Infrastructure is aging in the District and will need continued investment. There is a need to balance maintenance and transportation system enhancements to ensure that the transportation system can achieve a “state of good repair.”

- A higher rating means: A lesser amount of infrastructure is added to the transportation system, requiring relatively less resources to maintain compared to other approaches.
- The three approaches score similarly, but Approach 2 (Get to the Center) invests in new transit infrastructure to a lesser extent than the other approaches. A smaller amount of new infrastructure requires relatively less resources to maintain.
V. Influence of Input on the Plan

A. SETTING THE FRAMEWORK FOR THE PLAN

The analytic and public evaluation of the approaches provided tangible perspective to the planning process. It clearly articulated the need to create a balanced transportation investment strategy in the District—modally, size and scale, and geographically. The evaluation also highlighted where the process and its recommendations needed to tread with care.

The approaches provided insight into high-capacity surface transit lines, key bicycle facilities, transportation system management strategies, new Metrorail lines, and infrastructure reconfiguration benefits and in some cases, lack thereof. Substantively, the approaches also offered perspective to the process in terms of the important role of integrating policy, infrastructure, programs, and services.

B. IDEAS TO MOVE DC

The third and final round of workshops—Ideas to move DC—coincided with the final phase of the development of the moveDC Plan. It also was coordinated with the launch of the project’s MetroQuest survey, an online interactive engagement initiative that more than 1,600 people participated in.

At the Ideas to move DC workshops, the performance of the three plan approaches in terms moveDC’s vision and goals was discussed in parallel with the presentation of a preliminary blended approach—the moveDC Plan’s first draft. The Draft Blended Approach was the combination of physical investments that could become part of the moveDC plan.

Based on feedback at the workshops, approximately 66 percent of participants believed that Approach 3 (Connect the Neighborhoods) had the best bike network. Meanwhile, 59 percent believed that Approach 3’s (Connect the Neighborhoods) transit network best met the city’s future needs. In terms of the street network, there was little consensus as to the most appropriate approach.

The MetroQuest survey provided additional insight into what people valued overall (Figure 3.9) and as a part of the approaches. Citywide mobility and neighborhood connectivity received the most high priority selections and the most votes overall.

MetroQuest participants expressed strong support for Approach 3 (Connect the Neighborhoods) and very little for Approach 1 (Stay the Course) (Figure 3.10). Longer duration of transit service at a higher frequency, investments targeted to improving safety, and more and better sidewalks were specific priorities of respondents.
Perspective on Policy
Policy was an area of discussion during the meetings. People generally liked the idea that pedestrians would be the District’s highest priority. They also liked an approach to transportation that encourages active living (and health). Go anywhere, all day transit along with priority on state of good repair were generally supported as policies to carry forward.

People expressed concern about having a policy that allowed bicycles and taxis to travel in protected transit lanes where service was less frequent and the streets were not so steep as to dramatically slow bicyclists. The concern was less about bicycles sharing space, which people supported under the right lane width condition for the transit lane. The concern was centered on taxis in the lanes having the unintended consequence of reducing the effectiveness of the transit lane.

There was little agreement on the policy to define where bicyclists would be permitted to ride on sidewalks. People expressed concern on both sides of the issue, with specific comments relating to safety for pedestrians (related to bike conflicts) and for safety for bicyclists (related to vehicle conflicts).

Blended Approach Comments
Through notes on the maps and feedback on questionnaires, workshop participants were able to communicate feedback to the team on the draft blended approach. The following briefly summarizes input on the modal networks of the draft blended approach:

Transit Network
- General support for water transit
- General hesitance that shared lanes can support “high-capacity transit”
- Support for a Metrorail or streetcar “loop” in downtown
- Streetcar (overall) should follow a different route from Metrorail Orange/Green Lines
- Support (93% of participants) for extended transit service hours

Street Network
- General support (80% of participants) for a cordon area (congestion charge zone) with specific caveats pertaining to the size of the area (both too large and too small) and the concern for impacts on low income populations
- Support for strategic projects reconnecting the street network in some neighborhoods

Bicycle and Pedestrian Network
- Strong support (93% of participants) for making pedestrians the highest priority
- Desire for safer bicycle facilities in general and more protected bike facilities specifically
- Support for increased education about the “rules of the road” for all system users
- Importance of completing Metropolitan Branch Trail and other major transportation-oriented trails citywide
**Conclusions**

People expressed a desire to have DDOT better prioritize bicyclists and pedestrians in policy-making and projects that are not necessarily bike- or pedestrian-specific. In general, the transit and bike networks connecting neighborhoods (Approach 3) were preferred to those that had an emphasis on downtown (Approach 2).

People recognized the need and value of connecting bicycles and transit networks to downtown. They also conveyed that with the limited resources and space to improve transit and bicycle networks, the moveDC Plan needs to balance downtown-focused mobility and neighborhood-to-neighborhood mobility. People’s input suggested a strong preference toward investing in a robust protected bicycle network and network of dedicated transit lanes.

**Figure 3.9: Participant Approach Rating Summary**

- **Approach 1:** Stay the Course  
  Average Rating: 2.5

- **Approach 2:** Get to the Center  
  Average Rating: 3.2

- **Approach 3:** Connect the Neighborhoods  
  Average Rating: 4.2

**Figure 3.10: Summary of Ranks of Plan Values by Participants**

<table>
<thead>
<tr>
<th>Plan Values</th>
<th>Average Rank</th>
<th>Times Ranked in Top 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citywide Mobility</td>
<td>1.84</td>
<td>1000</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>1.90</td>
<td>800</td>
</tr>
<tr>
<td>Sustainability and Health</td>
<td>1.92</td>
<td>600</td>
</tr>
<tr>
<td>Neighborhood Connectivity</td>
<td>1.98</td>
<td>510</td>
</tr>
<tr>
<td>Preservation and Maintenance</td>
<td>2.20</td>
<td>400</td>
</tr>
<tr>
<td>Public Space</td>
<td>2.32</td>
<td>300</td>
</tr>
</tbody>
</table>
VI. Approach Evaluation

Conclusions

The three approaches, developed based on input from the public and stakeholder committees, were used to test ideas that could become elements of the recommended plan. The evaluation and public’s feedback on each approach provided insight, such as the following, that guided plan development.

- **Lane management and congestion pricing** have the potential to provide reliability for vehicular trips when coupled with multimodal improvements.
- **Multimodal improvements that increase capacity** to and from the downtown and those that increase access between neighborhoods are both beneficial.
- Where multimodal improvements require space within existing street rights-of-way, the trade-offs between displacing parking, travel lanes, and providing dedicated space (and the configuration of that space) will need to be carefully considered.
- Infrastructure alone may not be enough to reach a 75% non-auto mode share. **Support from programs and policies will be needed.**
- A **new downtown Metrorail line** only minimally changes coverage of Metrorail in the District, but has considerable benefits to the District and region in reducing congestion on transit.
- Investments in **high-capacity surface transit** will need to be made strategically and in coordination with investments in local bus service, streetcar, and Metrorail.
- Additional **bicycle and pedestrian facilities** are beneficial and important. They will increase the transportation system’s person-carrying capacity and encourage increased walking and bicycling. Bicycle facilities can help to support transit investments and should be oriented to/from/within the core as well as between neighborhoods.
- **State of good repair investments** are not always valued by users, but directly influence safety and reliability of the system, which are top priorities.
VII. Toward the Future

The evaluation of the three approaches and a blend of the three, helped to inform the development of the recommended plan, which is described in the chapters that follow. Supporting the District’s needs into the future will require a balanced approach to the transportation system. The approach will need to offer District residents, workers, and visitors many different travel choices in all parts of the city. The scale of investments in different parts of the city need to be coordinated with local growth and regional influences.

Investing in a comprehensive transportation strategy over the long-term has the potential to offer D.C. the promise of continued local, regional, and global competitiveness; even more vibrant neighborhoods; prosperity shared among all its residents; and leading stewardship of the environment.