You helped us craft a vision to develop a bold and implementation-focused plan for our city’s transportation future:

The District of Columbia will have a world-class transportation system serving the people who live, work, and visit the city. The transportation system will make the city more livable, sustainable, prosperous, and attractive. It will offer everyone in the District exceptional travel choices.

D.C. is growing. We need a transportation system that helps us move safely and efficiently.

170,000 more people living in the district by 2040
28% population increase
200,000 more people working in the District by 2040
40% increase in jobs

moveDC will help achieve our vision by

- Expanding transportation choices
- Improving the reliability of all modes

HOW WE GET TO WORK IS CHANGING

Work Travel Mode Summary for D.C. Residents

Source: Journey to Work data, U.S. Census 2000 and 2010
The moveDC Plan...

This map shows the overall future transportation network including existing facilities and the infrastructure investments recommended in moveDC.

...RESULTS IN MORE WAYS TO GET AROUND

With the plan recommendations, a higher percentage of all trips in the District will be made by transit, bicycling, and walking, while still accommodating the same number of car trips as today.

...INCREASES THE SYSTEM’S OVERALL CAPACITY TO MOVE PEOPLE

Increased investment in transit and bicycle networks will dramatically increase the system’s ability to move people efficiently, with a minimal impact to vehicular capacity.

...SERVES ALL AREAS OF THE DISTRICT EQUALLY

The plan recommendations provide increased access to transit and bicycle facilities in all areas of the District. This graph shows that in areas with high concentrations of vulnerable populations transportation access is equal, if not slightly greater than, the District on average.
EXPANDING TRANSPORTATION CHOICES

The moveDC plan builds on existing transportation choices by adding:

- 70 miles of high capacity transit (streetcar or bus)
- 200 miles of on-street bicycle facilities or trails
- Sidewalks on at least one side of every street
- New street connections
- Road management/pricing in key corridors and the Central Employment Area
- A new downtown Metrorail loop
- Expanded commuter rail
- Water taxis

2040 ACCESS TO TRANSPORTATION

With the recommended transportation networks, downtown is well served and many other neighborhoods, especially those along major travel corridors, benefit significantly from new transportation choices.

POLICY AREAS

In addition to infrastructure recommendations, moveDC recommends policies that aim to improve the way the District expands, maintains, and promotes its transportation system in the following areas:

- Pedestrians
- Bicycles
- Transit
- Vehicles
- Freight
- Transportation Demand Management
- Parking and Curbspace Management
- Sustainability and Livability
You helped shape this plan:

Visioning and Goals
- Website Launch: January 3, 2013
- Ideas that Build Workshops: March & April 2013
- Ideas on Choices Workshops: June 2013
- Research Survey: September & October 2013
- MetroQuest Engagement: September & October 2013
- Ideas to moveDC Workshops: October 2013

Existing Conditions and Approaches

Analysis & Preliminary Recommendations

Draft Network and Policies

Funding and Financing

moveDC Plan

Engagement Statistics:
- Workshops: more than 1,000 attendees
- Facebook: 372 likes
- Twitter: 1,233 followers
- Survey: 2,768 responses
- Website: 11,575 unique hits

COST AND REVENUES

Estimated Cost for Full Implementation of moveDC Plan (2014–2040):
- $54B (2014 dollars)

Committed Revenues:
- $21B

Funding Shortfall:
- $33B

Potential Revenues (not committed):
- $30B

moveDC identified and evaluated a number of potential additional revenue sources. Exploring funding for transportation choices will need to be a top priority to realize the moveDC vision, while policies will be developed in coordination with stakeholders and the Council of the District of Columbia.

HELP US MAKE IT HAPPEN

moveDC won’t happen overnight. The plan sets the long range vision that still requires corridor-level analysis. Infrastructure recommendations in the plan will follow DDOT’s Project Development Process shown below.

Step 1
- Transportation Planning

Step 2
- Planning Studies, Preliminary Engineering, and Environmental Review (Project Development)

Step 3
- Final Design

Step 4
- Construction

Purpose
- Identify need
- Identify specific solution
- Develop design plan and specifications
- Deliver project

Stay connected with moveDC
Download the draft plan and share your feedback at: www.wemovedc.org

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