Prioritizing pedestrians of all ages and abilities will continue to be a high priority for DDOT in the future.
Foreword

I. Transportation and People

moveDC is a plan for the future of the city and how its residents, workers, and visitors will move around the city. Throughout the planning process, transportation was a significant focus, but it was not considered in a vacuum. Recognizing the complex nature of the effects of transportation on cities, the process purposefully explored transportation’s role in making the city more livable and prosperous for everyone; contributing to better environmental quality; making neighborhoods more livable and successful; and keeping the District a locally, regionally, and globally competitive place.

At the end of the day, transportation is about moving people—by whatever mode they choose to use for travel. Understanding that the people who use the system often have the best perspective about what the existing system has to offer and what a system of the future could offer, moveDC purposefully sought to expand the public dialogue to a broad base of people in the District. At a human and individual level, the moveDC engagement initiative purposefully connected with groups, agencies, and individuals traditionally not involved in planning and the public discourse, but who could share invaluable stories and ideas.

Recognizing the value of people’s insight to guide and inspire the overall engagement initiative for moveDC, the process set the ambitious goal from its first day—which it ultimately met—to engage a unique one percent of the District’s daytime population (more than 11,000 people). This goal of the process was achieved through major events, three rounds of workshops, webinars, social media, blogging, committee meetings, conversations with special groups, and survey interactions.

II. Our Transportation Future

This document is simultaneously a transportation plan and an investment strategy supporting significant city goals. Like all good plans and strategies, it will need to be updated from time to time—every 5 years is a reasonable expectation. The need for updates is not an acknowledgement of specific flaws of the moveDC Plan, but a recognition that some things will change in the city that no one can anticipate today. If the moveDC Plan is to remain a valuable tool, some level of continuing investment in it is needed.

This document presents a vision and specific recommendations for our transportation future as residents, workers, and visitors of the District of Columbia. The plan comes at a time of significant growth—to more than 900,000 residents and 1,000,000 jobs by 2040, based on forecasts by the District Office of Planning (2013); to more visitors; and to more local, regional, national, and international activity.

The plan is focused on improving transportation conditions in the District for all its residents, workers, and visitors by making strategic investments in its significant networks—transit, bicycle, pedestrian, and vehicles—while also supporting significant District goals related to neighborhood vitality, environmental stewardship, and global competitiveness.
III. Our Vision and Goals
The moveDC vision and goals set a high bar for the District's transportation future. The vision and goals were developed through extensive public engagement and are described in greater detail in Chapter 1.

Vision
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. As the transportation system evolves over time, the District will:

- Be more competitive and attractive locally, regionally, nationally, and internationally
- Have safer and more vibrant streets and neighborhoods
- Have cleaner air, streams, and rivers, and be more responsive to climate change
- Accommodate the travel needs of all residents, workers, and visitors regardless of age or ability
- Integrate the District’s transportation system with the region’s transportation network

GOALS
moveDC’s goals and objectives are derived from existing District plans, including Sustainable D.C. and the Strategic Highway Safety Plan, prior DDOT vision and goal statements, and input from the public during the moveDC process.

- **Sustainability and Health**: Achieve 75% of all commute trips in the District by non-auto modes
- **Public Space**: Reinforce Washington, D.C.’s historic landscapes and quality of neighborhood public space
- **Citywide Accessibility and Mobility**: Maximize system reliability and capacity for moving people and goods
- **Preservation**: Maximize reliability for all District transportation infrastructure by investing in maintenance and asset management
- **Neighborhood Accessibility and Connectivity**: Support neighborhood vitality and economic development
- **Funding and Financing**: Invest in transportation to achieve outcomes within the plan horizon
- **Safety and Security**: Achieve zero fatalities and serious injuries on the District transportation network
A TRANSFORMATIVE OUTCOME

At its core, moveDC is a transportation plan, but in actual fact, it is a mechanism to support and contribute to the city’s prosperity and health. Early in the planning process, many voices contributed to identifying the general and specific needs that moveDC would need to address. The following is a brief summary on the ways in which moveDC addresses the broadly expressed needs for transportation in the District today and in the years to come.

➔ For residents, more Capital Bikeshare, faster and more reliable transit, streetcars, more Metrorail, bike lanes and cycle tracks in more places, sidewalks citywide, improved streetscapes, and more efficient traffic operations on streets.

➔ For commuters, more commuter rail, more Metrorail, more and better surface transit, more efficient freeway and major arterial operations through careful management, strategies to reduce downtown congestion, and more regional coordination.

➔ For visitors, an easier to understand and use transportation system, more choices in more places, an even more beautiful city, and even more reasons to not drive, whether people’s trips start from near or far.

➔ For business, support for innovation, streetcars, more travel choices in more places, better freight and delivery experience, management of downtown traffic and highway congestion, better access to and from the District, more reliable transportation system, and sustained investment in the city’s infrastructure.

➔ For the environment, more effective use of the transportation system to improve water and air quality, more walking, bicycling, and transit use, and preservation and enhancement of the natural, cultural, and historic landscape.

➔ For the most vulnerable, safe routes to schools and for seniors, quality travel choices in more places, safer streets for everyone, support and subsidy, more effective local services, and continued opportunity to drive.

➔ For a lifetime, a complete, interconnected, and effective transportation system that allows people at every stage of their life find a place in the city that meets their needs.
**IV. Structure of the moveDC Plan**

**A. MULTIMODAL VISION PLAN**

The following chapters lay out the moveDC Plan's development process, the ideas studied, people involved, needs of today and the future, recommendations for the transportation system, and strategies to implement moveDC. The multimodal vision plan integrates all transportation modes in outlining policy and infrastructure recommendations at a Districtwide scale:

- **Chapter 1: The Long View.** A brief historical perspective on transportation in the District, existing trends in transportation globally, and moveDC’s vision and goals
- **Chapter 2: Growth, Travel Patterns, and Needs.** The forces affecting transportation today and in the future in the District
- **Chapter 3: Exploring the Future.** An overview of the different approaches to serving the travel needs in the District in the future

- **Chapter 4: Policy and Planning Framework.** The recommended plan at a systemwide level
- **Chapter 5: Implementation.** The plan and tools for making the moveDC vision and recommendations a reality

**B. MODAL ELEMENTS**

Bound separately, the modal elements focus on individual transportation modes and include detailed recommendations for policy, infrastructure, and programming. These elements function as stand-alone modal Master Plans that are integrated with each other.

- **P - Pedestrian.** The plan to invest in pedestrian mobility Districtwide
- **B - Bicycle.** The plan to invest in bicycling Districtwide
- **T - Transit.** The plan to increase transit’s appeal, effectiveness, and role in the District
D. APPENDICES
The following appendices support the Vision Plan, Modal Elements, and Support Elements.

- Appendix 1.1 – moveDC Performance Metrics
- Appendix 4.1 – moveDC Policy Guide
- Appendix P.1 – Status of 2009 Pedestrian Master Plan (As of December 2013)
- Appendix B.1 – Status of 2005 Bicycle Master Plan (As of December 2013)

C. SUPPORT ELEMENTS
Bound together, these support elements focus more on policy and programmatic recommendations that support multimodal mobility and safety.

- **Transportation Demand Management.** The plan to manage the increase in single-occupant vehicle demand
- **Parking and Curbside Resources.** Recommendations on maximizing the District’s public parking and curbside resource for everyone’s benefit
- **Sustainability & Livability.** Recommendations for making streets better for everyone and the environment

- **V - Vehicle.** The strategy to serve vehicular travel in D.C. and support a multimodal system
- **F - Freight.** Recommendations on making goods movement efficient and effective Districtwide