Building a Plan
Street life in Dupont Circle
I. Developing the moveDC Plan

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

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 many other conditions. These factors influence people’s opinions on what the city’s transportation system needs to do, how it should be shaped, and what it should focus on.

The moveDC 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). moveDC achieved this goal through major events, three rounds of workshops, webinars, social media, blogging, committee meetings, conversations with special groups, and surveys.

Many different approaches could be taken to help meet the District’s future transportation needs. Each have their benefits and costs. moveDC’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.

Based on input from the public and stakeholder committees, moveDC developed three approaches that all offered a diverse and interconnected transportation system within the District and connecting to the region. The approaches address the most common themes of discussion—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. Constraining detailed evaluation to three approaches helped define distinctive qualities in each approach to provide the public, stakeholder committees, and policy-makers with valuable information about trade-offs.

From their initial development, none of the approaches were intended to become the transportation plan. Instead, they were designed to help evaluate ideas generated by participants both 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.

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

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

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 provided insight into the key building blocks for the approaches, described in Table 3.1. 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 plan scenarios based on themes. 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.

Figure 3.1: Building Blocks Summary from Public Workshops
### Table 3.1: Description of the Building Blocks

<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 conduct 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, neighborhoods remain that need street connections. This building block fills 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>Some bottlenecks just need to be fixed; some corridors 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 amount of on-street parking or takes action to manage the existing space better.</td>
</tr>
<tr>
<td><strong>Smarter System</strong></td>
<td>This building block helps the transportation system “work smarter, not harder.” 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 [TDM]).</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 called How’s It Moving, 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 represent locations where people felt that things are going well, red dots are locations where people identified an issue, and yellow dots are locations where people had an idea for improvement.

**Figure 3.2: How’s It Moving Summary**

**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.

**March & April 2013**

**Ideas that Build Workshop Locations**
Department of Employment Services
4058 Minnesota Avenue NE

Ludlow-Taylor Elementary School
659 G Street NE

Matthews Memorial Baptist Church
2616 Martin Luther King Jr. Avenue SE

Woodrow Wilson High School
3950 Chesapeake Street NW

Online Webinar

**Engagement Statistics**
- More than 200 workshop or webinar attendees
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 (congestion charge zone) 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 must 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 (CaBi) to more locations in the city and to more population

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June 2013

Ideas on Choices Workshop Locations

- Anacostia Library
  1800 Good Hope Road SE
- Georgetown Library
  3260 R Street NW
- Lamond Riggs Library
  5401 South Dakota Avenue NE
- Union Station
  625 First Street NE

Two Online Webinars

Engagement Statistics

- 265 attendees signed in at workshops and webinars
- Hundreds more attended our Union Station drop-in session
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 could offer people greater and more efficient mobility.

People provided mixed opinions on many elements presented for the approach in terms of the vehicular system. Parking continued to be a controversial topic—people could only agree that it should be 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.

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 (PCN), 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, summarized in Figure 3.3, 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, it is assumed that further analysis and design of the individual elements of the approaches would be necessary prior to implementation.

III. Approaches to moveDC

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. This section also documents constants—elements that are consistent among all three approaches. The three approaches highlight differences in the transportation system and identify key choices that could be blended into the eventual plan scenario.
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**
The constants for the moveDC plan are 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. The constants also include meeting existing DDOT commitments like the 22-mile streetcar network and the replacement of the South Capital Street Bridge. Table 3.2 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 3.2 shows the framework for Approach 1. Major elements, in addition to focusing on state of good repair, include:

- Proposed 37-mile streetcar system
- WMATA’s proposed 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 3.2 shows the framework for Approach 2. 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 3.2 shows the framework for Approach 3. 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 3.2: Summary of Major Framework Elements of the Three Approaches

<table>
<thead>
<tr>
<th>Major Projects</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>South Capitol Street Bridge</td>
<td>Focus on state of good repair</td>
</tr>
<tr>
<td></td>
<td>11th Street Bridge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other major infrastructure repairs</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic safety and quality improvements (i.e., intersection improvements)</td>
<td>Incrementally improved facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicycles</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Additional CaBi stations</td>
<td>Incrementally expanded network and improved facilities</td>
</tr>
<tr>
<td></td>
<td>Planned trail system improvements (i.e., Metropolitan Branch Trail)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>22-Mile Priority Streetcar System</td>
<td>37-mile streetcar system</td>
</tr>
<tr>
<td></td>
<td>Moderate increase in local transit service (i.e., longer service hours)</td>
<td>Assistance to WMATA for:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Railcar expansion to increase the number of eight-car trains</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Development of the bus priority corridor network</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicular</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Traffic signal optimization</td>
<td>Maintained/expanded rush hour parking restrictions</td>
</tr>
<tr>
<td></td>
<td>Intelligent transportation system upgrades</td>
<td>Maintained/expanded reversible lane facilities</td>
</tr>
<tr>
<td></td>
<td>Adequate freight access citywide</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic performance parking in the busiest commercial districts</td>
<td>See constants</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Demand Management</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic program</td>
<td>See constants</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy</th>
<th>Constant</th>
<th>Approach 1 – Stay the Course</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic performance parking in the busiest commercial districts</td>
<td>Limited application of high-occupancy vehicle facilities on highways and bridge crossings</td>
</tr>
</tbody>
</table>
Table 3.2: Summary of Major Framework Elements of the Three Approaches (continued)

<table>
<thead>
<tr>
<th>Approach 2 – Get to the Center</th>
<th>Approach 3 – Connect the Neighborhoods</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Reconfigure bridges and streets that access downtown</td>
<td>• New and better connections across parks, rivers, and railroad tracks</td>
</tr>
<tr>
<td>• Expand intermodal centers</td>
<td>• Reallocate bridge space to better accommodate local travel</td>
</tr>
<tr>
<td>• Improve facilities on key travel paths to and within downtown</td>
<td>• Improved facilities citywide</td>
</tr>
<tr>
<td></td>
<td>• Expanded Safe Routes to School program</td>
</tr>
<tr>
<td></td>
<td>• New Safe Routes for Seniors program</td>
</tr>
<tr>
<td>• Expand protected bicycle network (cycle tracks and trails) to and within downtown</td>
<td>• Expand protected bicycle network (cycle tracks and trails) serving neighborhood to neighborhood travel</td>
</tr>
<tr>
<td>• Additional and improved river crossings serving downtown</td>
<td>• Additional/improved facilities crossing barriers</td>
</tr>
<tr>
<td></td>
<td>• Discounted CaBi membership and credit card requirement waived for some populations</td>
</tr>
<tr>
<td>• High-capacity transit in dedicated space on corridors connecting to and within downtown</td>
<td>• High-capacity transit serving neighborhood-to-neighborhood travel</td>
</tr>
<tr>
<td>• Dedicated space for high-capacity transit on bridges</td>
<td>• Assist in implementation of elements in WMATA’s Regional Transit System Plan</td>
</tr>
<tr>
<td>• Assist in implementation of elements in WMATA’s Momentum Plan</td>
<td>• Expanded transit subsidies to users</td>
</tr>
<tr>
<td>• Improved commuter rail services including MARC/VRE run-through service and MARC at L’Enfant Station</td>
<td>• Eliminate transfer penalty fee for district-to-district trips</td>
</tr>
<tr>
<td>• Additional cross-jurisdictional transit services</td>
<td></td>
</tr>
<tr>
<td>• Water transit service</td>
<td></td>
</tr>
<tr>
<td>• Signal timing to favor access to and circulation within downtown</td>
<td>• Signal timing to favor pedestrians, bicycles, and local traffic</td>
</tr>
<tr>
<td>• Off-peak/off-street loading downtown; consolidated delivery to downtown; downtown loading space reservation system</td>
<td>• More local street connections</td>
</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>
<td>• Designated curbside loading in business districts with reservation system; context-appropriate vehicles and delivery/service hours</td>
</tr>
<tr>
<td>• Encourage regional intermodal facilities (to intercept trips before they make it to the District)</td>
<td>• Permanent on-street parking where rush hour restrictions exist</td>
</tr>
<tr>
<td>• Businesses that pay for employee parking must offer equivalent value in cash</td>
<td>• Adjust residential parking permit program to better protect residents</td>
</tr>
<tr>
<td>• Mandatory transportation demand management (TDM) programming for new development within the core</td>
<td>• Performance parking in commercial areas citywide</td>
</tr>
<tr>
<td>• Implementation of downtown congestion charge area for private vehicle trips</td>
<td>• Develop neighborhood transportation hubs where people can connect to multiple travel options and have comprehensive travel information</td>
</tr>
<tr>
<td></td>
<td>• Mandatory TDM programming for new development in all high-capacity, transit-accessible areas</td>
</tr>
<tr>
<td></td>
<td>• HOV lanes</td>
</tr>
</tbody>
</table>
IV. Influence of Input on the Plan

A. SETTING THE PLAN’S FRAMEWORK

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 move DC 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, participants discussed the performance of the three approaches in terms of move DC’s vision and goals in parallel with the presentation of a preliminary blended approach—the move DC plan’s first draft. The Draft Blended Approach combined physical investments that could become part of the move DC plan.

Based on feedback at the workshops, approximately 66% of participants believed that Approach 3 (Connect the Neighborhoods) had the best bike network. Meanwhile, 59% believed that the transit network of Approach 3 (Connect the Neighborhoods) 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, the results of which are shown in Figure 3.5, provided additional insight into what people valued overall 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), as shown in Figure 3.5. Specific priorities of respondents included longer duration of transit service at a higher frequency, investments targeted to improving safety, and more and better sidewalks.

October 2013

Ideas to moveDC Workshop Locations
DCUSA Retail Center
3100 14th Street NW

Dorothy I. Height/Benning Neighborhood Library
3935 Benning Road NE

Petworth Neighborhood Library
4200 Kansas Avenue NW

Union Station
625 First Street NE

Two Online Webinars

Engagement Statistics
• 185 attendees signed in at workshops and webinars
• Hundreds more attended our Union Station and Columbia Heights drop-in sessions
CHAPTER 3: BUILDING A PLAN

Figure 3.4: Summary of Ranks of Plan Values by Participants

- **Citywide Mobility**: 1.84
- **Safety and Security**: 1.90
- **Sustainability and Health**: 1.92
- **Neighborhood Connectivity**: 1.98
- **Preservation and Maintenance**: 2.20
- **Public Space**: 2.32

Average Ranking

Figure 3.5: 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*
Perspective on Policy

During the meetings, participants discussed policy. 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 enough 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, and more 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

Workshop participants communicated feedback on the draft blended approach through notes on the maps and feedback on questionnaires. 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.

V. Approach Conclusions
The three approaches, developed based on input from the public and stakeholder committees, tested ideas that could become elements of the recommended plan. The evaluation and public’s feedback on each approach provided insight that guided development of the final moveDC plan, including:

- 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
VI. The moveDC Plan

The evaluation of the three approaches and a blend of the three, helped to inform the development of the final moveDC plan. Supporting the District’s needs into the future will require a balanced approach to the transportation system. The plan offers 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 will 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.

VII. moveDC Vision and Goals

The moveDC vision and goals set a high bar for the District’s transportation future.

A. 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

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

C. A TRANSFORMATIVE OUTCOME

moveDC is a transportation plan and 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 addressed. The following is a brief summary on the ways in which moveDC addresses the broadly expressed transportation needs for the District today and the years to come.

- **For residents**, more CaBi, 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
D.C. is investing in bicycle infrastructure along key corridors (L Street NW cycle track construction)

- **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 school 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