A plan for all modes of transportation
Working Together
For existing and future generations
Plan Outcomes

- Coordination of transportation modes
- More and better travel choices in all parts of the city
- Short- and long-term priority as well as supporting policies
- Plan for funding and financing transportation needs
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.
moveDC Goals

- **Sustainability and Health**: achieve 75% of all District trips 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 District transportation networks

- **Public Space**: reinforce Washington DC's historic landscapes and quality neighborhoods

- **Preservation**: achieve a state of good repair for all District infrastructure

- **Funding and Financing**: invest in transportation to achieve outcomes within the plan’s horizon
Three different approaches were used to test different projects in a specific context.

Approaches were developed based on input from committees and public.

Each approach provided a complete, multimodal transportation network with elements derived from your input (i.e. How’s It Moving).
Three Approaches

Stay the Course

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

Get to the Center

Let’s really fix the congestion downtown and the whole city will be better off.

Connect the Neighborhoods

Focus on short-distance travel and the District will be more livable.
We Want Your Input

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Approach A: Stay the Course

The system has something for everyone. Let’s keep it that way. This approach focuses on incremental improvements for all the ways we travel and prioritize infrastructure state of good repair. It assumes current levels of funding (with increases for inflation) without new user fees.

Performance Tabs:

1. View Full Description
2. Comment

Rate this approach:

You have not chosen any priorities. At random:

- Safety & Security
- Citywide Mobility
- Public Space
- Neighborhood Connectivity
- Preservation & Maintenance
- Sustainability & Health

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WHAT WE’RE WORKING ON NOW
Approach Evaluation Conclusions

- No one approach alone best meets the vision and goals → We will need a blend to achieve our goals
- Lots of tradeoffs between the approaches
  - Effect on downtown and neighborhoods
  - Availability of choices for travel
  - Accommodation of key travel patterns
- Physical investments only get us so far...policy has a big role to play
A “Blended” Approach to our Transportation Future

Constants:
Existing Metrorail
22-miles of Streetcar
A “Blended” Approach to our Transportation Future

Stay the Course
Includes the 37-mile DC Streetcar network and WMATA’s Primary Corridor Network (PCN)
A “Blended” Approach to our Transportation Future

Get to the Center
Focuses on routes that provide access to and from downtown
A “Blended” Approach to our Transportation Future

Connect the Neighborhoods
Focuses on routes that connect District neighborhoods
You told us

We can’t just get to the center or connect the neighborhoods. We need to do both.
A “Blended” Approach to our Transportation Future

Selected elements of all three approaches will be included in the blend
THE DRAFT BLEND
Every non-local street must:
(functional classification of collector or higher)

- Prioritize pedestrians;
- Accommodate vehicles and local deliveries; AND
- Ideally, support
  - One of:
    - PROTECTED bicycle facilities (cycle track or side path)
    - DEDICATED high-capacity transit lane(s)
    - DESIGNATED freight route
  - OR several modes in simpler accommodation
The Draft Blend

- Your Input (via Survey Monkey)
  - www.wemoveDC.org/resources (Ideas that moveDC section)
  - Review three approaches for the future transportation system & their performance
  - Rate/review elements of the approaches
  - Consider the framework for blending
  - Review and rate the draft blend

- The draft blend will be fine-tuned based on your comments and those of the plan committees
Today’s System

Legend

- **Bicycle Facility**
- **Trail**
- **Metrorail**

Metrorail: 52 miles

Bicycle Facilities
- Bike Lanes: 52 miles
- Cycle Tracks: 3.5 miles
- Trails: 73 miles
Major Elements (not mapped)

- Support major regional core-capacity projects in DC
- Major infrastructure repairs (i.e. S. Capitol Street Bridge)
- Support to WMATA in implementation of their Momentum Plan (other expansions are mapped)
- Commuter rail service expansions
- Preservation of designated freight routes
- Traffic signal optimization and intelligent transportation system updates
- Additional Capital Bikeshare stations citywide
Bikeways and Trails

Legend
- Bicycle Facility
- Trail

Planned trail system improvements + new trails and sidepaths (60 new miles/133 total future miles)

Cycle tracks (70 new miles/74 total future miles)

Bike lanes (70 new miles/122 total future miles)

DRAFT Blended Approach
Support to WMATA in implementing:

- New Potomac River Metrorail tunnel between Rosslyn & Georgetown

- New downtown Metrorail loop that separates the Orange/Blue lines and the Yellow/Green lines
Planned 22-mile streetcar network with 4 miles of extensions

Legend
- 22-mile Streetcar Network
- Metrorail

DRAFT Blended Approach
Interconnected high-capacity transit network:

- 25 miles in dedicated space
- 22 miles in shared lanes
Managed Lanes, Street Reconfigurations, Bridges, and Local Streets

Legend
- Managed Lane Facility
- Street Reconfiguration
- Bridge Rehabilitation/Replacement
- Central Employment Area Cordon Charge
- Local Street

Some high-occupancy vehicle lanes on highways and bridge crossings

Central employment area cordon charge for private vehicle trips

New local street connections in land use change areas and across barriers such as I-395
Future System

DRAFT Blended Approach
The Blend is the combination of physical investments and

- Policies
- Finance and funding
- Prioritization and phasing
moveDC Policy Concepts

- Policies are intended to support the Vision
- Each statement can be supported in many ways
- We have identified a spectrum of policy concepts

Your Input (via Survey Monkey)
- Review the policy concepts
- Participate in the policy “Potluck”
  - Tell us what you agree or don’t agree with
  - Suggest additional policies for us to consider
Example Policies

- Pedestrians are the District’s highest priority
- Prioritize trips that start and/or end in the District over trips that use DC as a through route
- Go anywhere, all day transit
- Expanded demand responsive parking pricing
- Require large employers to provide pre-tax transit benefits
- Low-impact design to reduce heat islands and improve air and water quality
- Help start a Regional Infrastructure Bank for Mega-Projects
- Enforce the rules of the road for all users
- Include TDM programs in property development projects
- State of Good Repair as a priority
Ongoing and Coming Soon

- MetroQuest survey: www.moveDC.metroquest.com
- Spread the word and tell your friends
  - Tweet @wemoveDC | #IdeasMoveDC
  - Facebook.com/wemoveDC
  - Flickr.com/groups/wemoveDC
- TPAC meeting Wed., Nov. 13th from 6:00 to 9:00 p.m.
- Survey Monkey activities
  - “Build a Blend” and “Policy Potluck” starting Friday, October 25th
  - Visit www.surveymonkey.com/s/moveDCWorkshop3Worksheet
moveDC Plan

- Continued dialogue with plan committee and public at upcoming TPAC meetings
- Conversations with District and regional leadership
- Draft plan in early 2014
- Many follow-on studies to further refine plan ideas and prepare for implementation in the years to come
Questions?

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