A Blended Approach

Not one of the approaches we studied alone best meets moveDC’s vision and goals. We will need a blend to achieve the moveDC vision. Projects that increase core capacity are needed to continue the region’s competitiveness. Other projects are needed to maintain and improve local mobility and access. The DRAFT Blended Approach is the combination of physical investments that could become part of the moveDC plan. We used the “Framework for Blending” to select elements from each approach for the blend.
A Blended Approach to Serving Vehicular Travel

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### Major Network Components:

- South Capitol Street Bridge, 11th Street Bridge, and other major infrastructure repairs
- Traffic signal optimization and intelligent transportation system updates
- Preservation of designated freight routes
- Some use of high-occupancy vehicle lanes on highways and bridge crossings
- Implementation of 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

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A Blended Approach to Bicycle Accommodation

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Major Network Components:

- Currently planned trail system improvements along with other new trails and sidewalks resulting in 60 miles of new off-street paths (533 total future miles)
- 70 miles of new cycle tracks to and within downtown and serving neighborhood-to-neighborhood travel (74 total future miles)
- 70 miles of new bike lanes (122 total future miles)
- Additional CaBi stations city-wide
A Blended Approach Transit Accommodation

Not one of the approaches we studied alone best meets moveDC’s vision and goals. We will need a blend to achieve the moveDC vision. Projects that increase core capacity are needed to continue the region’s competitiveness. Other projects are needed to maintain and improve local mobility and access. The DRAFT Blended Approach is the combination of physical investments that could become part of the moveDC plan. We used the “Framework for Blending” to select elements from each approach for the blend.

Major Network Components:
- Planned 22-mile streetcar network with 4 additional miles of streetcar extensions
- Interconnected high-capacity transit network serving trips to and within downtown as well as neighborhood-to-neighborhood travel
  - 25 miles of high-capacity transit in dedicated space
  - 22 miles of high-capacity transit in shared lanes
- Support to WMATA in implementation of their Momentum Plan
- Support to WMATA in implementing a new Potomac River Metrorail tunnel between Rosslyn and Georgetown and a new downtown Metrorail loop that separates the Orange/Blue lines and the Yellow/Green lines