

# move dc

2021 UPDATE



March 2022



**d.** WE ARE WASHINGTON **DC** GOVERNMENT OF THE DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR



# Agenda

1. moveDC Background and Process
2. moveDC Framework, Mapping, and Implementation
3. moveDC Strategies and Freight in the District





# moveDC Background & Process

# moveDC and other plans

The goals and policies of moveDC work in concert with other long-range plans, including:

- 2020 DDOT Freight Plan Addendum
- Carbon Free DC
- DC Comprehensive Plan
- DC State Rail Plan
- Sustainable DC
- Visualize 2045



# moveDC Framework, Mapping and Implementation



# moveDC Goals



## Equity

*DDOT will advance transportation equity by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation justly benefit all residents, visitors, and commuters.*

## Safety

*DDOT will design and manage a transportation network that offers safe and secure travel choices for all users, in accordance with Mayor Bowser's Vision Zero initiatives.*

## Mobility

*DDOT will increase system reliability, improve accessibility and manage congestion through coordination, communication, and mobility options, providing safe and affordable travel choices for all users and trips.*



## Project Delivery

*DDOT will complete projects on-time and on-budget while engaging and communicating with the community.*

## Management and Operations (State of Good Repair)

*DDOT will ensure the state of good repair for existing assets by investing in maintenance and operations to address the greatest mobility needs.*

## Sustainability

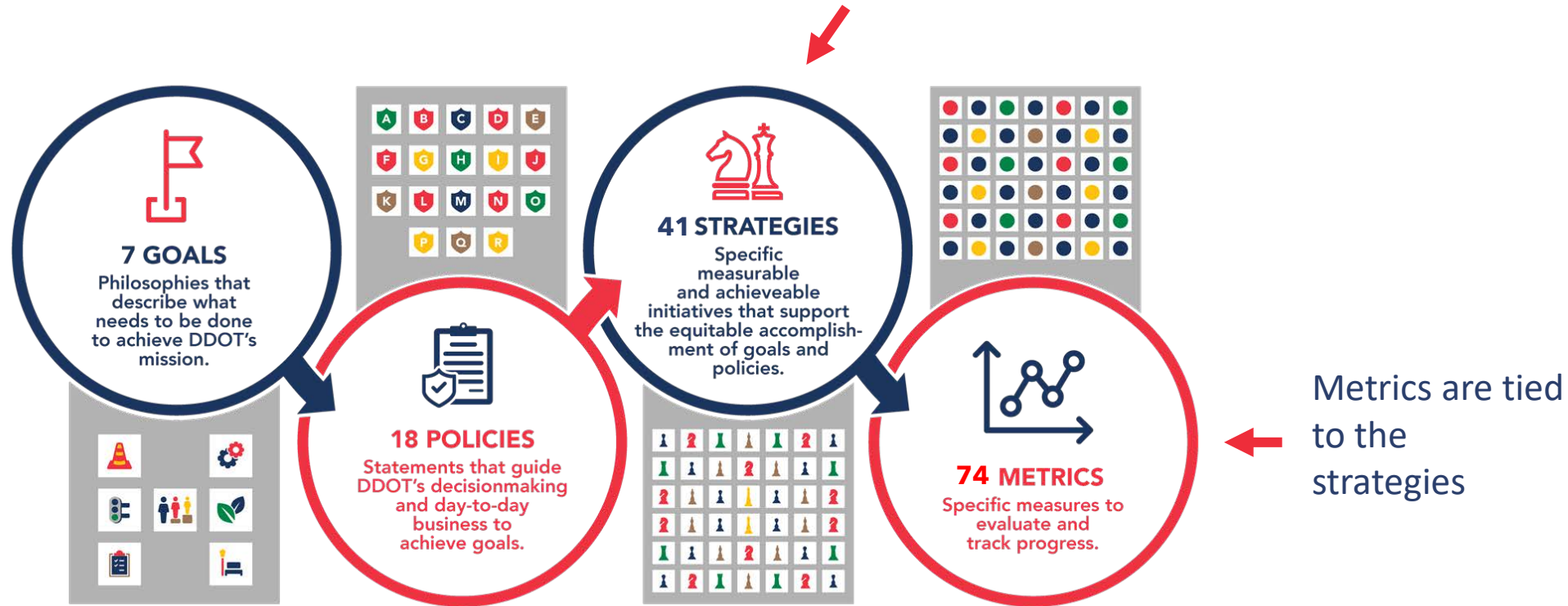
*DDOT will manage and promote a transportation network that supports economic vitality and opportunity, reduces emissions, and strengthens resilience in the face of climate change, especially in historically under-resourced neighborhoods that may experience greater impacts.*

## Enjoyable Spaces

*Public spaces and transportation systems managed by DDOT will be accessible, safe, and welcoming to residents, visitors, and commuters.*

# Interplay Between Framework Elements

Many policies support multiple goals, and many strategies support multiple policies



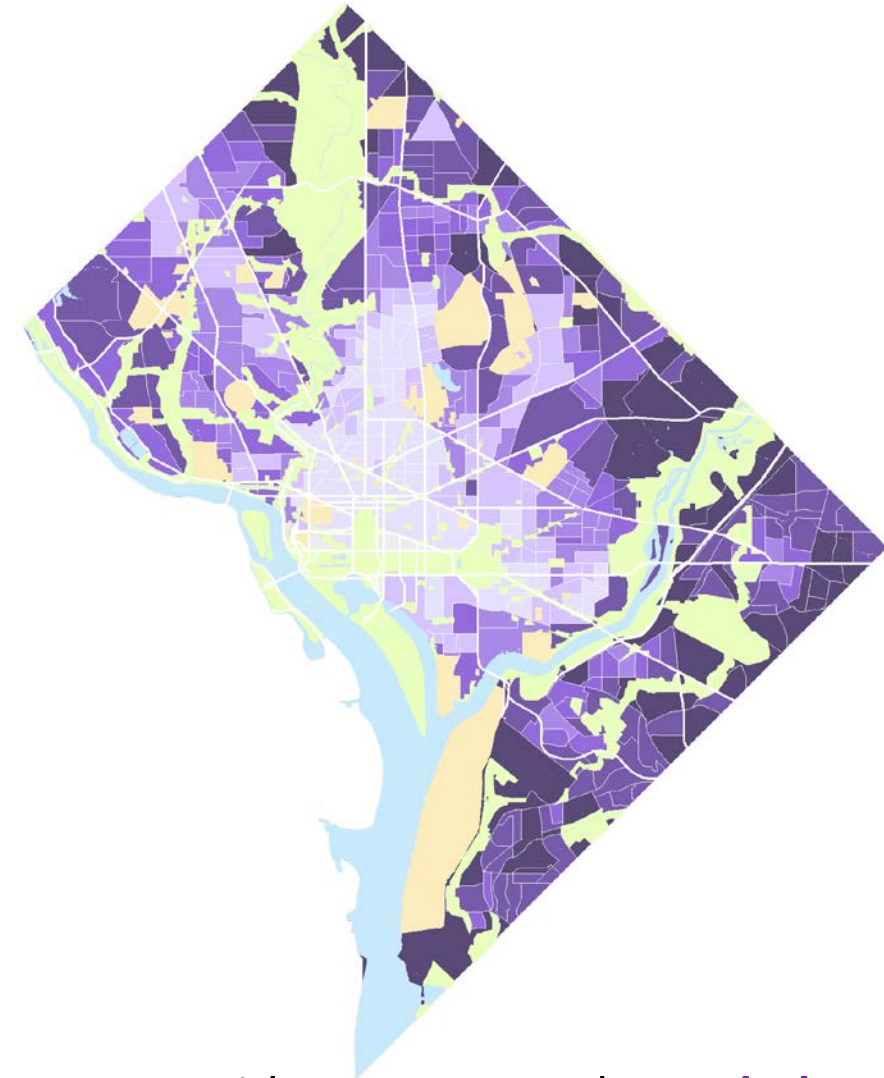
# Mapping Transportation Needs

Transportation Needs are areas where there is a need for improvement based on **three factors**:

- Proximity to **frequent transit**
- **Access to jobs** and **destinations**
- Proximity to **safety risks**

Purpose of mapping Transportation Needs:

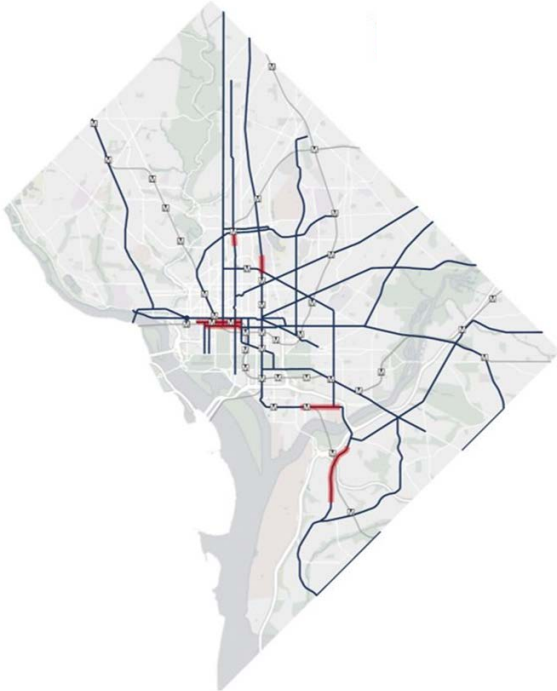
- Bring together moveDC elements, especially Safety, Mobility, and Equity
- Help DDOT prioritize investments; direct resources to areas with greatest needs; enhance equity



- Areas with **greatest** needs are **darker**
- Areas with **least** needs are **lighter**



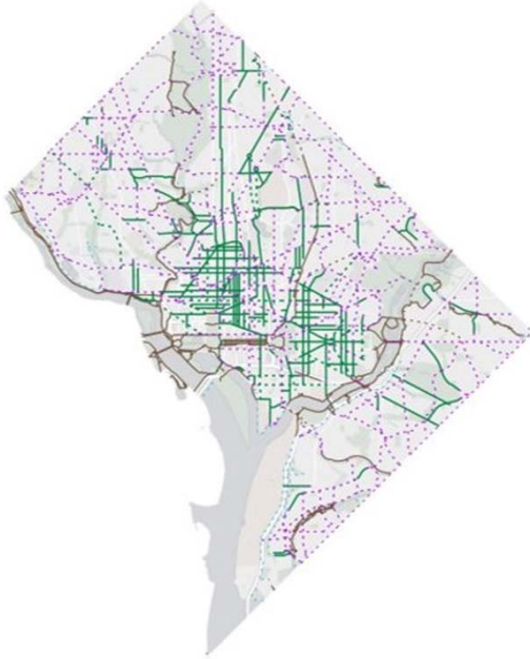
# Mobility Priority Networks



Transit Priority Network



Freight Priority Network



Bicycle Priority Network

# Implementing moveDC

- Each strategy will be implemented in 2 years, 5 years, or 5+ years
- Annual report to be released detailing progress starting next year
- Annual budget formulation processes
- Refinement of project selection and prioritization criteria to tie to moveDC goals, policies, and strategies



# Delivery Microhub Feasibility Study

- Hoping to study sustainable delivery modes and systems that minimize internal combustion engine vehicles for “last mile” deliveries
- Hoping to study delivery zones or neighborhoods in the District that can support bike, e-cargo bike, and/or on-foot deliveries
- DDOT has received interest from UPS, FedEx, Amazon, and DHS in this study





# moveDC Strategies and Freight in the District

# Strategy #9: Establish a process to determine which DDOT assets need condition assessments and perform the assessments; maintain an asset condition GIS database; use condition assessments for budget formulation

1-2 years | **3-5 years** | 5+ years

## Implications for freight:

- Continuous maintenance helps support and improve truck mobility
- This will help best identify where improvements should be made



Safety



Equity



M & O



Project Delivery

# Strategy #10: Develop and implement a plan to modernize traffic signals, controllers, and management technology systems to improve safety and maximize system efficiency

1-2 years | **3-5 years** | 5+ years

## Implications for freight:

- Decreased waiting and stop times optimizes delivery and movement





# Strategy #12: Expand the Automated Traffic Enforcement Program and improve the placement of enforcement assets to improve safety; track and report on trends in violations at enforcement sites and the effectiveness of rotating resources

1-2 years | **3-5 years** | 5+ years

## Implications for freight:

- ATEs will be used to enforce dedicated bus lanes, so freight delivery outreach education will be required



# Strategy #13: Update the Design and Engineering Manual (DEM)

1-2 years | 3-5 years | 5+ years

## Implications for freight:

- Ensure that curbside and intersection engineering requirements can accommodate delivery vehicles
- Travel lane requirements updated to accommodate vehicle size and turning radii in the District



Safety



Equity

# Strategy #21: Complete 20 miles of protected bicycle lanes by FY 2022, after which install 5 miles annually

1-2 years | 3-5 years | 5+ years

### What this means for you:

- Adjusting current curbside space to accommodate protected bike lanes, shifting loading zones for trucks



Safety



Equity



Mobility



Sustainability



Enjoyable Spaces



# Strategy #26: Create a process to implement the curbside management hierarchy during project development based on typologies defined for the downtown core, higher intensity districts, neighborhood centers, and lower intensity districts; determine how to update the neighborhood curbside hierarchy typology

1-2 years | **3-5 years** | 5+ years

## Implications for freight:

- Optimize curbside space to provide legal curb access to delivery trucks
- Optimize curbside policies to accommodate commercial vehicle needs most efficiently and increase turnover



Safety



Equity



Mobility

# Strategy #28: Ensure freight routes and goods movement are considered in transportation improvement projects on arterials or higher functional classification

1-2 years | 3-5 years | 5+ years

## Implications for freight:

- Freight priority network has significant overlaps with transit network and vision zero
- Need to ensure that these routes still accommodate trucks for goods movement as they are made safer for people movement



# Strategy #32: Create a transit priority network by implementing a total of 25 lane-miles by FY 2025

1-2 years | **3-5 years** | 5+ years

### Implications for freight:

Adjusting current curbside space to accommodate transit treatments, shifting loading zones for trucks



Mobility



Equity



Sustainability

# Wrapup

- Contact info: [madeline.hairfield@dc.gov](mailto:madeline.hairfield@dc.gov)
- Website: <https://movedc.dc.gov/>
- Questions?