

DOWNTOWN DC

TRANSPORTATION PLAN

Stakeholder Engagement

Summer 2026

DMPED
OFFICE OF THE DEPUTY MAYOR FOR PLANNING & ECONOMIC DEVELOPMENT

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Agenda

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A CROSSROADS

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TOLD US

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RESPONDED

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PUTTING IT
ALL TOGETHER

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ON INVESTMENT

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Downtown at a Crossroads

DOWNTOWN DC TRANSPORTATION PLAN

Downtown is in Crisis

Downtown faces **unprecedented challenges** — and our plans were written for a different economy.



Hybrid work

A thinner weekday population and less office demand.

Falling values

Office vacancy strains the District's tax base.

Foot traffic

Retail, restaurants and culture wait for people to return.

$243M in annual tax revenue already lost since 2019 — and another $193M at risk over the next 5–10 years without action.

Artist's rendering — illustrative, not a District project photograph.

The DDTP Is Part of a Broader District Response

NEARLY 8,000 HOMES · OFFICE-TO-RESIDENTIAL ABATEMENT · PRIVATE REINVESTMENT · THREE CORRIDORS UNDER CONSTRUCTION



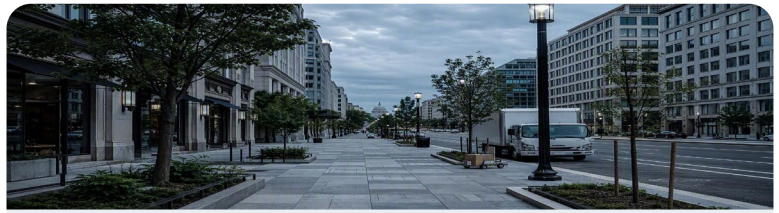
DUPONT CIRCLE / CONNECTICUT AVENUE

Being built

Streetscape and deckover with protected active transportation facilities and new plaza space.

What this plan adds

Coordinated curb and signal operations.



PENN WEST STREETSCAPE

Being built

Streetscape reconstruction, Washington Circle to the White House.

What this plan adds

Better curbside management, activated frontage, signal timing.



GALLERY PLACE AND CHINATOWN

Being built

Gallery Square, the 7th Street Gateway, the 8th Street Walk, the arena.

What this plan adds

Walkable connections and curb management for events.

DMPED, DDOT and partners are already investing. This plan is the transportation piece.

Artist's rendering — illustrative, not a District project photograph.

Why Transportation Matters to Recovery

Downtown does not lack destinations or jobs. It lacks easy access to them.



Footfall drives retail

Better walking conditions track with stronger street-level sales.



Access Informs Value

Streetscape quality and transit access track with property values.



Reliability Broadens the Market

Dependable connections grow the labor and customer pool.

We treat transportation as economic infrastructure

Engagement Timeline

FEB

AUG

MEET



We met with 100s of people in meetings just like this one

REFINE

We received feedback on the Corridor Classifications

DRAFT

We built a draft Downtown Network, including some conceptual planning

RETURN



We invite you to weigh in on the proposed Downtown Transportation Plan

Current Conditions

DOWNTOWN DC TRANSPORTATION PLAN

How People Get Around Today

Pedestrians Rule
60% of Downtown trips starting and ending Downtown are on foot



Most Downtown trips come from the region
60% of trips from/to VA and MD



Trip type and purpose are driven by time of day
Morning peak is commuters while midday and evening are local



Majority of trips (80%) within Downtown take place at midday and evening peak times



Transit commutes aren't necessarily quicker
29% of travelers use transit, yet their commute times can exceed 45 minutes



Congestion is concentrated, not universal
Relief on a few bottlenecks can relive pressure



People travel different ways depending on where they are
Walking in neighborhoods, cars on corridors, bikes and scooters around universities



Transit has the potential to serve more riders
Morning peak is 29%, falls to less than 20% during midday, evening and weekends



Bicycle and scooter use is increasing

1

Congestion is Concentrated, Not Everywhere

Downtown is not uniformly congested. Congestion is highly concentrated on specific corridors and approaches.

- A small number of corridors carry:
  - Most regional through-traffic
  - Most commuter inflow
- These corridors experience:
  - High volume-to-capacity ratios in peaks
  - Spillback that affects internal circulation
- Meanwhile:
  - Accessing Downtown by car is increasingly frustrating for all users.

We have an opportunity to ease congestion by focusing our efforts on a number of key portals and corridors

2

Downtown is a Walk-Oriented Place, But Its Traffic Signals Don't Know That

Walk trips are the majority of trips within Downtown – but its signal system can support them better.

- Nearly **60% of trips within Downtown are on foot**.
- Pedestrian activity peaks midday and evening—when retail and culture matter most.
- Yet:
  - Most signals run long cycles (110–120 seconds)
  - Crossings are long on key corridors
  - Station areas lack space for surges of people
- The effect:
  - Long waits
  - Unsafe crossings
  - Suppressed retail and visitor activity

This is not a failure of walking demand – it's a mismatch between street role and street operation

3

Surface Transit is Carrying the Load – But is Struggling to Keep Up

Surface Transit already does a tremendous amount of work, especially for commuters – but its street environment undermines reliability and access.

- Surface transit carries nearly **one-third of peak trips**.
- Bus routes and rail stations align tightly with job concentrations.
- Problems are not about demand—they're about:
  - Curb conflicts
  - Poor transfer environments
  - Lack of priority outside peak periods
- Off-peak underperformance hurts:
  - Service workers
  - Visitors
  - Retail activity

Transit works best when the street *knows* it's a transit street.

4

Safety Risks are Highest at High-Performing Economic Nodes

The places where Downtown generates peak levels of fiscal outputs are often the least safe.

- Crash increases are concentrated on:
  - Major civic corridors
  - Retail and visitor districts
  - High-activity intersections and circles
- Safety failures are not abstract:
  - They deter workers, visitors, and customers
  - They impose real economic costs
- Safety issues correlate with:
  - Mode mixing
  - Right-of-way design and operation
  - Conflicting curb activity

Safety is a prerequisite to economic vitality.

5

Time of Day Changes Everything

Downtown serves different users at different times, often on the same street.

- **Morning**
  - Regional commuters dominate
- **Midday**
  - Local trips, service workers, errands
- **Evening and Weekends**
  - Visitors, culture, entertainment
- **Some corridors are:**
  - Regional pass-through in the morning
  - Local destinations by night

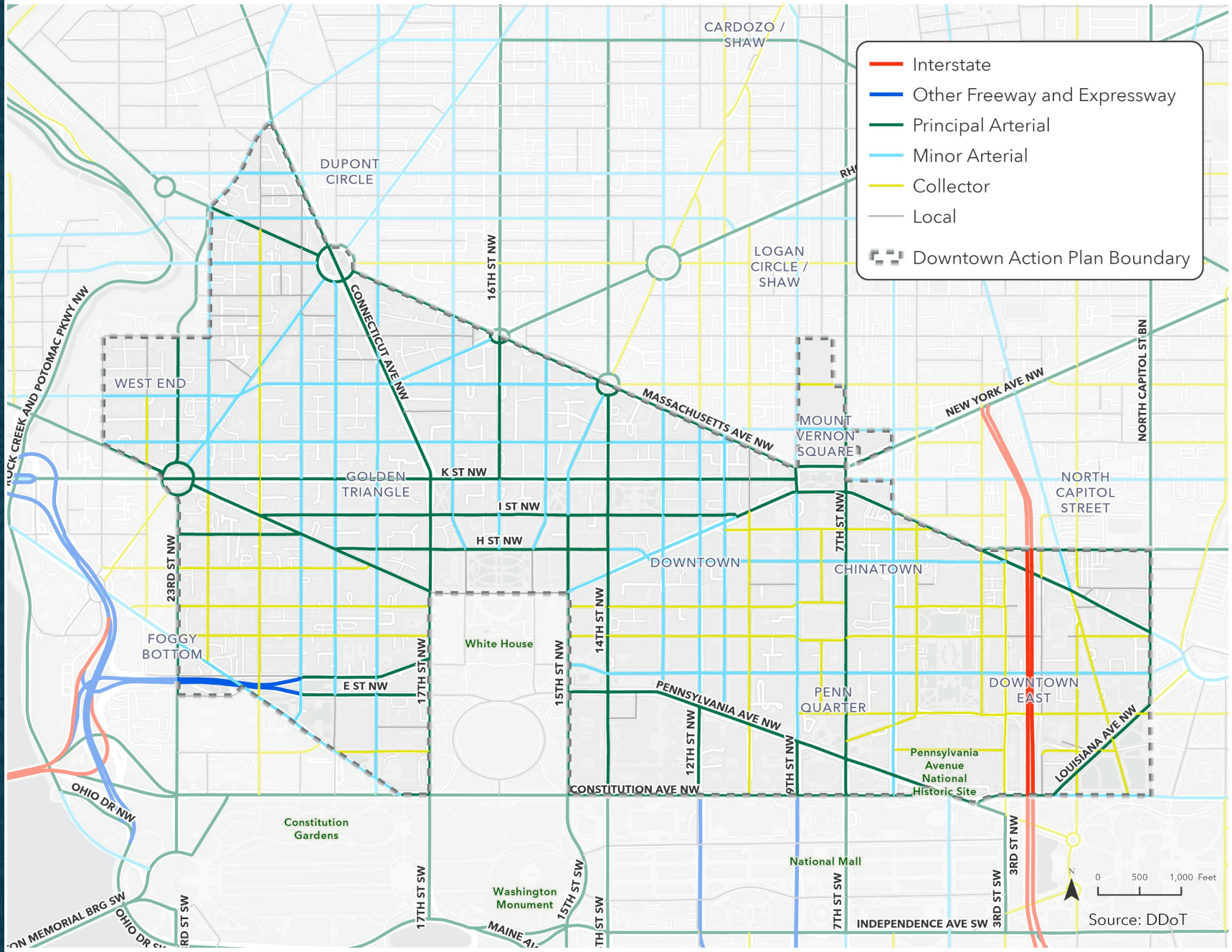
Static, one-size-fits-all planning is misaligned with how Downtown functions.

Foundational Improvement – Organize Downtown's Transportation System

DOWNTOWN DC TRANSPORTATION PLAN

Current DDOT Roadway Functional Classification

The Downtown we imagine serves so many purposes, but its current street network resembles a “one-size-fits-all” approach



We Have the Opportunity to Give Every Street a Clear Role and Function

This study proposes to give Downtown the variety of corridor types that match the diversity of its uses, needs, and economic imperatives.

We have rich data to help identify how to organize the network:

- Adjacent land use
- Travel patterns and purpose
- Connectivity and access
- Safety and equity considerations

Data informs – but does not override – policy judgment.

Downtown is simultaneously:

- A regional job center
- A visitor and cultural destination
- A local walking district
- A pass-through for regional traffic



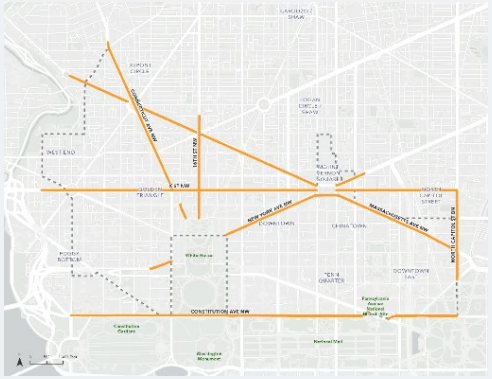
Our street network is asked to serve many roles at once.

Where we see the biggest opportunities:

- Reliable travel where throughput matters
- Safer, more walkable retail streets
- Better curbside management

Four Downtown Street Contexts

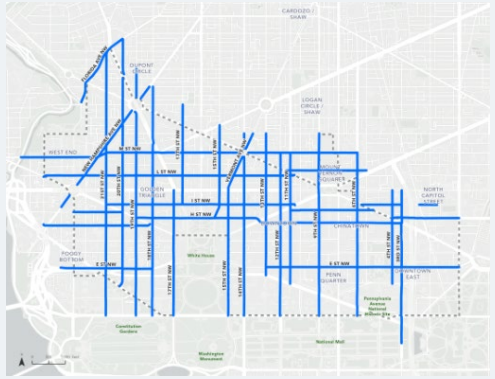
These show the economic relationship between streets and land use — not the modal networks DDOT uses today.



Boulevards

Regional connectors and key routes to move heavy loads.

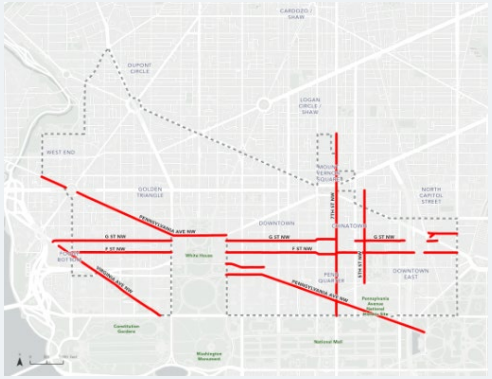
- Regional connection and gateway function
- High capacity vehicle throughput



Commercial Corridors

The economic engines linking offices and retail.

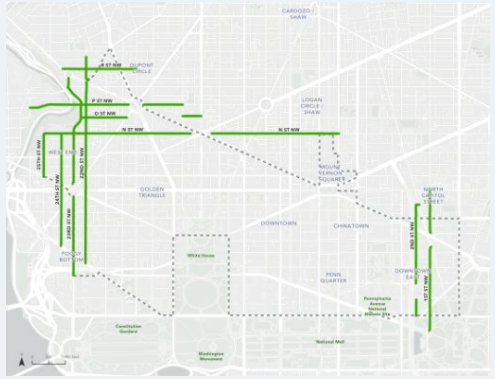
- High passenger and commercial access demand
- Actively managed curb for loading



Tourism & Events

Front doors to museums, arenas and plazas.

- Plaza-quality sidewalks and shaded queues
- Streets that can close for events



Living & Learning Streets

Residential and campus streets built for daily life.

- Residential and institutional access at a neighborhood scale
- Slower streets with a neighborhood feel

Based on land use, mobility patterns, safety, and planned investments, this study moves from a one-size-fits-all approach to one that matches the needs of Downtown today and tomorrow.

These categories describe street context and surrounding land use. They are not modal assignments or DDOT modal networks.

Two Streets Earn Their Own Category

K Street NW

THE WORKHORSE

Why it's different

The widest east-west corridor, with a median and service roads.

What changes

High capacity transit, reliable auto movement, transformative and iconic pedestrian streetscape

Constitution Avenue NW

THE CEREMONIAL CORRIDOR

Why it's different

A monumental federal right-of-way outside the Downtown grid.

What changes

Moving buses and vehicles with reliable ingress and egress into the District and Downtown.

Both are Boulevards in purpose, but each is handled on its own terms.

NOTE - This does not reflect the approach DDOT uses today. It is predecisional until approved.

New Housing Lands on These Corridors

Nearly 8,000 new homes, concentrated on corridors this plan already classified.

The Conversion	Scale	Corridor Type It Supports
The Geneva	**532 homes**	Connecticut Ave — Commercial
1999 Eye Street	**434 homes**	K Street — Boulevard
608–624 Eye Street NW	**In the pipeline**	7th & 8th — Tourism & Events
2401 Pennsylvania Ave NW	**In the pipeline**	Pennsylvania Ave — Commercial
The Elle	**163 homes, delivered 2024**	Golden Triangle — Living & Learning
1625 Massachusetts Ave NW	**157 homes**	Massachusetts Ave — Boulevard
The pipeline in total	**Nearly 8,000 homes in total**	All four corridor types

Walk This Way

A welcoming walk in from the Mall and the neighborhoods, onto streets worth staying on.

OBJECTIVE

Let people walk right in

An easy, safe and delightful walk into Downtown from the Mall and the neighborhoods — with frontages that give people a reason to stay once they arrive.

WHY IT MATTERS TO THE VISITOR ECONOMY

- Visitor corridors sit on Downtown's highest-crash blocks — safety work is spend protection, not just injury reduction.
- Tour coaches dwell in through lanes at the Mall's front door — managed staging returns that space to people on foot.
- Wayfinding gaps from rail to the museums lose visitor minutes — and the spending that goes with them.

THE PHYSICAL INVESTMENT

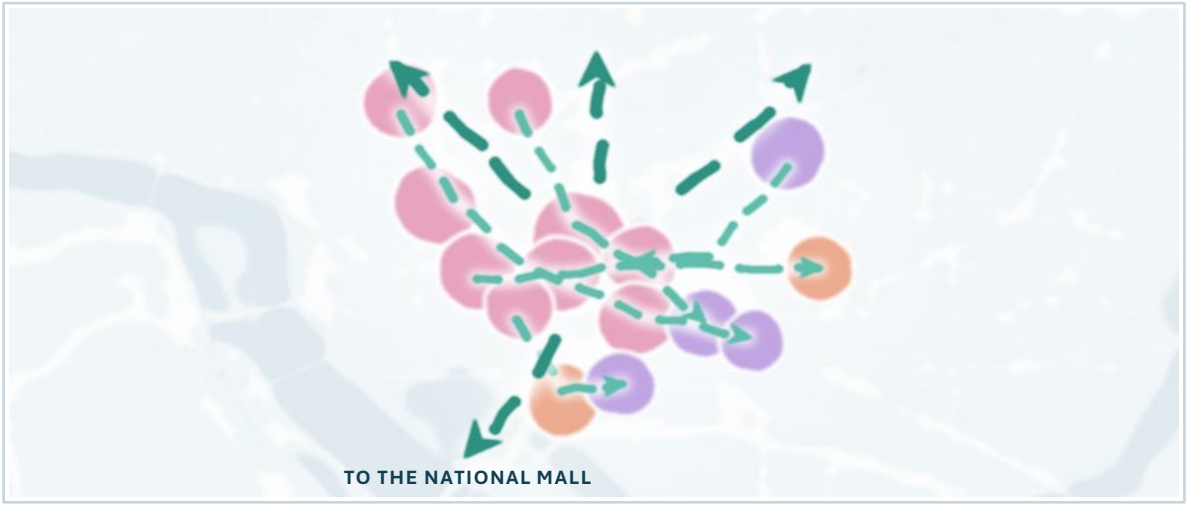
23 areas	~24.6M SF	~385,000 LF
565 acres of activation	of activated public realm	activation-supportive frontage

WHAT GETS BETTER

↑ 18%	↑ 5%	~$80.6M	↓ 25%
walking access	customer reach	retail recovery supported	congestion delay

Illustrative geography, not an adopted modal network. Quantities from the program register.

ACTIVATION GEOGRAPHY — CONCEPTUAL AND PRE-DECISIONAL



WHAT THE MAP SHOWS

Pedestrian gateways	where people arrive on foot from the Mall and the neighborhoods
Activation areas	the 23 zones where street-level activity is concentrated
Connecting spines	the walking links that tie the gateways and areas together
Coach staging	managed tour-bus zones, held off the pedestrian path

GEOGRAPHY IN RECONCILIATION — NOT A DDOT NETWORK

Crossing into Downtown from the Mall — more than 15 lanes of asphalt.

Leverage Momentum: An Eight-Phase Delivery Sequence

The sequence moves from operating rules to quick-build deployment to permanent capital — much of it delivered through moveDC and DDOT's ongoing programs, so progress starts before construction.

PHASE 0 — 0–3 MONTHS

Set the rules

- Corridor roles locked; curb managed by time of day; safety overrides
- Signal and curb playbooks, quick-build standards, enforcement routine
- Capital: design scoping only

PHASE 1A — 3–9 MONTHS

Fix operations

- Pedestrian-first timing, monitoring, event operations
- Retiming, LPIs, scrambles, before/after reporting
- Capital: minor controllers and detection

PHASE 1B — 3–12 MONTHS

Make the curb work

- Turnover, loading, ADA, coach and bus-stop protection
- Consolidated signs, digital curb map, enforcement pilots
- Capital: signs, meters, curb hardware

PHASE 2A — 6–18 MONTHS

Visible corridors

- Repeatable quick-build kit; 2–4 corridors a year
- Painted bus lanes, protected active transportation, modular islands
- Capital: pre-design for proven corridors

PHASE 2B — 9–24 MONTHS

Stations and transfers

- Station queuing, PUDO, ADA paths and walking routes
- Waiting areas, wayfinding, crossings, PUDO relocation
- Capital: station-area scoping

PHASE 3 — 18–36 MONTHS

Close the gaps

- Conflict-zone rules and network gap closure
- Intersection upgrades, bottleneck monitoring, transit-delay fixes
- Capital: boarding islands, concrete separation

PHASE 4 — 2–5 YEARS

Permanent capital

- Design standards, curb regulation, enforcement authority
- Bundled by corridor, coordinated with paving and utilities
- Capital: conversion of proven treatments

PHASE 5 — 5–10 YEARS

Gateways and district scale

- Network optimization, resilience, land-use alignment
- Wayfinding, lighting, shade, interim gateways
- Capital: circles, gateways, public-realm transformation

Stabilize, then Expand, then Activate — delivery timing is planning-level and subject to DDOT programming and DMPED review; later phases are coordinated with paving, utility, development, and public-realm cycles.

The Return on Investment

DOWNTOWN DC TRANSPORTATION PLAN

Mobility KPIs — What Improves

MODEL OUTPUTS IN RECONCILIATION

Twelve measured outcomes across congestion, reliability, safety, and access. Directional, pre-review indications.

−25%

Congestion delay

2.85 million vehicle-hours of congestion avoided each year

−7.4%

Peak-hour congestion

Systemwide peak-period reduction, driven by signal upgrades

~6.3%

Circulation relief

Less unnecessary movement and fewer structural detours

~50%

Less circling for parking

Peer-city result from demand-responsive pricing, applied here

+10.8%

Transit reliability

Buses hold their schedule on priority corridors

+22.5%

Freight and service reliability

Legal, defined space for loading and deliveries

257

Signals made pedestrian-first

Retiming, leading pedestrian intervals and shorter crossings

$22.5M

Crash cost in play

Annual crash cost on 7th Street alone, a priority safety corridor

+18.2%

Walking connectivity

More destinations on low-stress walking routes

+35%

Walkable reach

Network reachable within a 10-minute walk of gateways

2.0x

Customer catchment

Downtown functions as a larger accessible market

−15%

Parking search time

Peer-city result once real-time availability guides drivers

Planning-level; metrics and models remain under DMPED and DDOT review. Reliability and catchment values are index movements, not shares of a physical quantity. Circling and parking-search figures are peer-city results (SFpark, LA Express Park, parkDC) that the plan's approach is modeled on, not DDTP forecasts. Crash cost is a 2024 observed value on 7th Street, shown as the exposure the safety package targets.

About $46 Million a Year in Downtown Economic Value

Planning-level estimate of the annual value the plan's transportation changes support, in a common 2035 year.

ANNUAL VALUE ATTRIBUTED TO THIS PLAN

$45.7M per year

once the network changes are in place

$30.8M

Retail activation

Street-level spending recovered as walkable, well-managed corridors bring footfall back.

$14.9M

Office stabilization

Value retained as reliable access supports occupancy and tenant retention.

About 29% of the roughly $158M annual upside the Downtown Action Plan identifies

At this scale, the plan more than pays for itself in under five years



Illustrative photography — vibrant streets, visitor spending, and active office buildings

All figures are planning-level estimates — directional and subject to DMPED and DDOT review. Common reporting year 2035; Downtown Action Plan values escalated 3% per year. Annual values only: no present-value or benefit-cost figures, and investment cost is reported separately. Payback framing compares annual value to plan cost at a planning level only.

Your Turn

DOWNTOWN DC TRANSPORTATION PLAN

We are asking you:

- Do the preliminary assignments feel intuitive to you?
- Are there any surprises?
- How might this approach improve your Downtown experience?

Your input will inform:

- Corridor assignments
- Conceptual planning
- Policy- and program-supporting needs
- Design/engineering guidance

How Feedback Will Be Used

Your input shapes what we publish this fall.

1 You tell us	2 We synthesize	3 We revise	4 We report back what changed

OCTOBER Downtown Initiatives discussion	OCTOBER DDTP launch	ONWARD Plan informs moveDC

THEN THE ROLLOUT

0–3 mo
Set the table
Lock corridor roles

3–12 mo
Operations first
Signal retiming and LPIs

6–18 mo
Curb + reliability
Time-of-day curb rules

9–24 mo
Quick-build corridors
2–4 corridors per year

18–36 mo
Bottlenecks + stations
Closes the worst gaps

3–10 yrs
Permanent capital
The legacy layer

Operations and curb rules come first because they make later investment perform better.

Thank You!

www.downtowntransportationplan.com

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