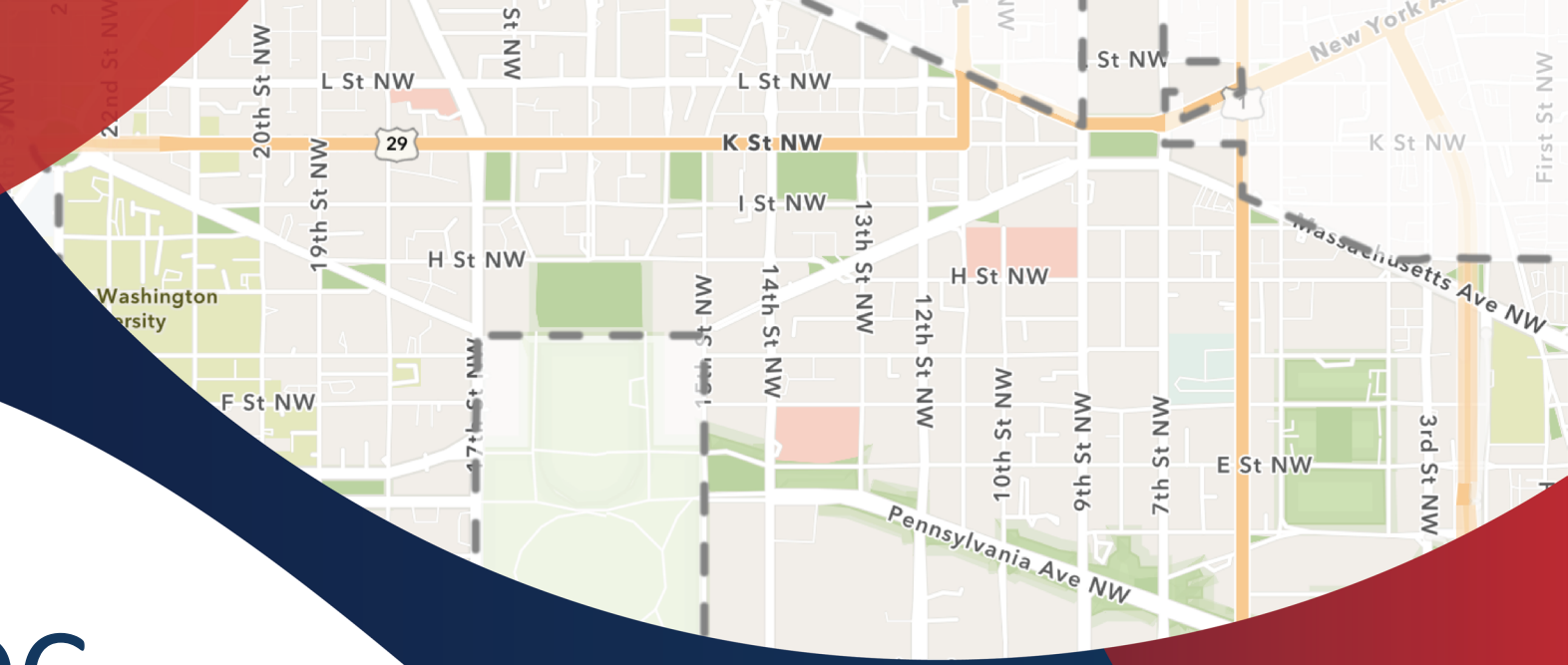


DOWNTOWN DC

TRANSPORTATION PLAN

Stakeholder Engagement

February 2026

DMPED
OFFICE OF THE DEPUTY MAYOR FOR PLANNING & ECONOMIC DEVELOPMENT

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Agenda

1. Purpose and Need

2. Current Conditions

3. Foundational Improvement – Organize Downtown's Transportation System

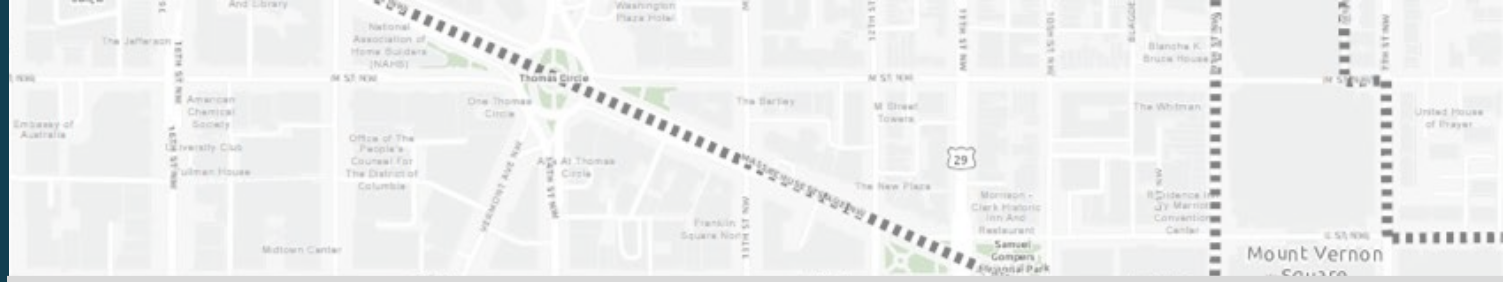
4. What Comes Next

Purpose and Need

DOWNTOWN DC TRANSPORTATION PLAN

Downtown is simultaneously:

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

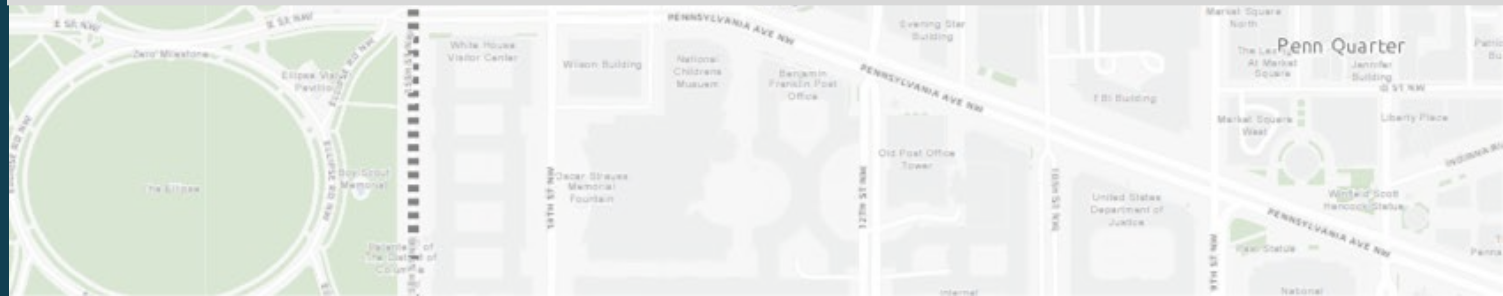


Our current transportation network is trying to serve all modes at all times on all streets… and as a result each mode struggles to succeed.



The result is predictable:

- **Congestion where throughput matters**
- **Safety risks where people concentrate**
- **Retail and cultural streets that feel like highways**
- **Curbs that are overloaded and confusing**



This project will create a modal organization for Downtown DC

Rather than every street trying (and failing) to be everything for everyone, we'll need to make informed decisions about which modes should deserve priority and where.

Rigorous data analysis and stakeholder feedback will inform these creation of the network.



How We Looked at the System

We didn’t start with a preferred design or mode. We started by observing **how people, vehicles, and goods already move**.

- Combined multiple lenses:
  - Road, transit, bike, pedestrian, freight, and curb systems
  - Origin-destination travel patterns (regional and local)
  - Time-of-day differences (AM, midday, evening)
  - Safety and equity conditions
- Focused on **patterns**, not isolated intersections.
- Looked at Downtown as both:
  - A **destination**
  - A **connector** within the region

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

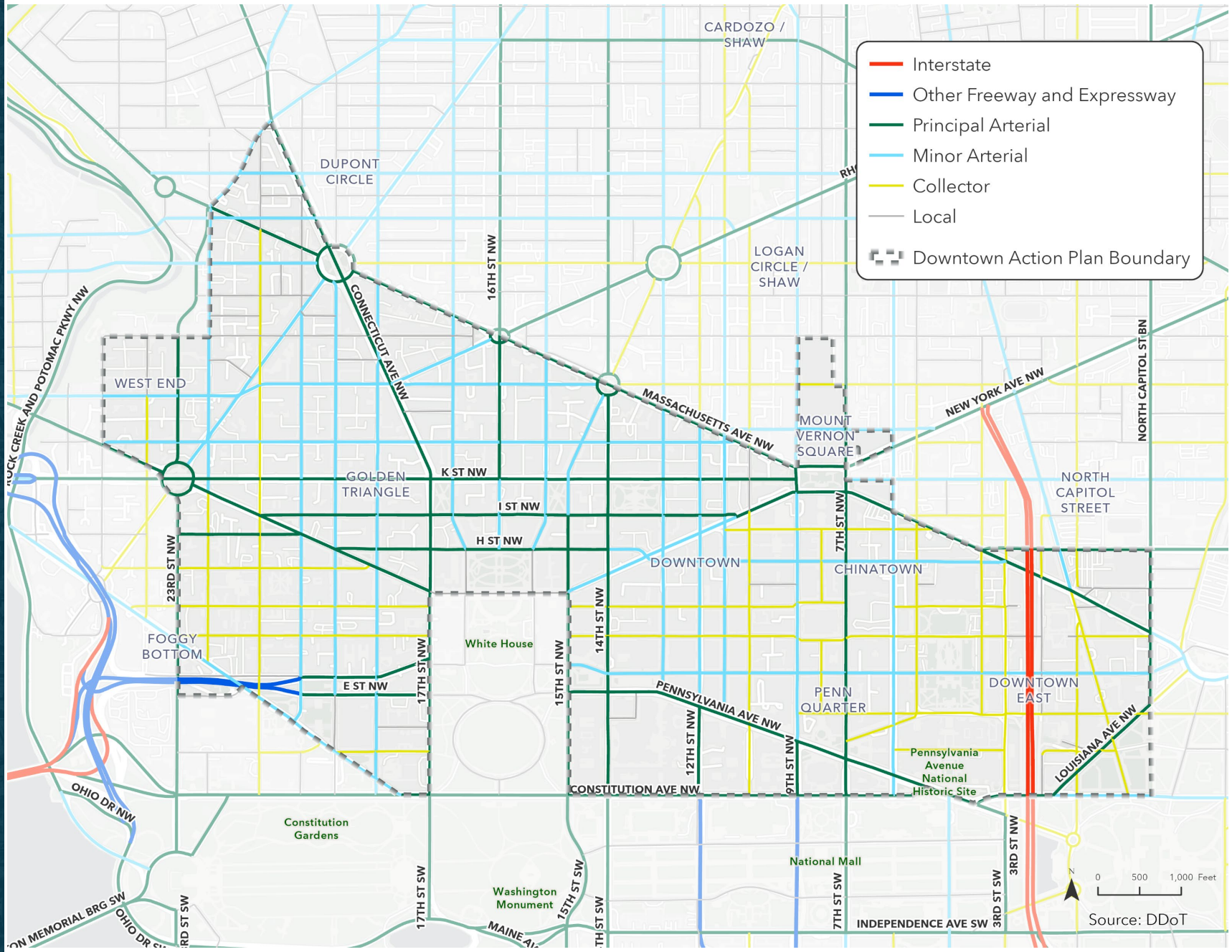
Static, one-size-fits-all planning is misaligned with how Downtown functions.

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.

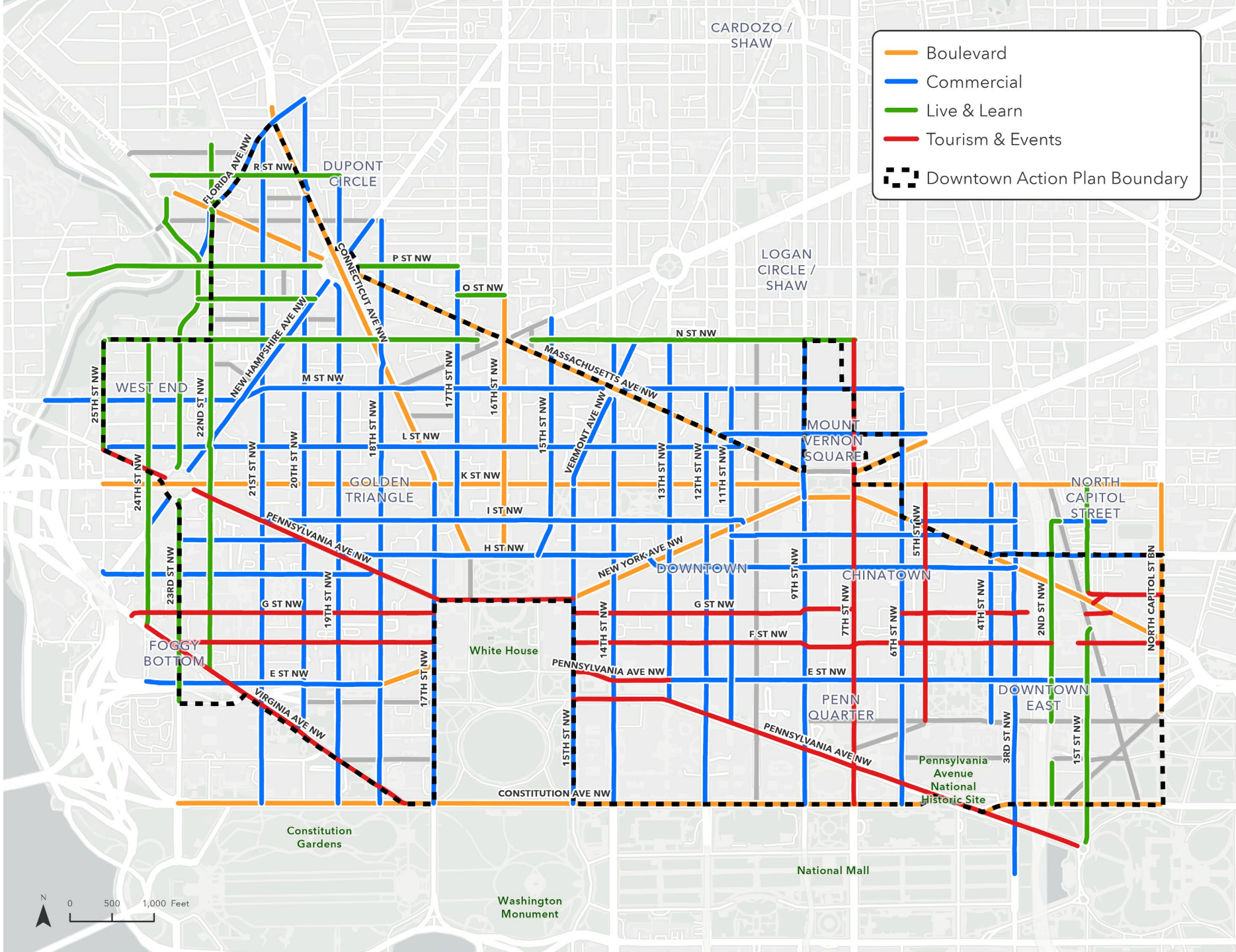
We have rich data to help identify how to organize the network:

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

Data informs – but does not override – policy judgment.

Organizing the Downtown Transportation Network

Based on existing and forecast land uses, changing mobility patterns, safety imperatives, and major planned investments, this study proposes to move from a one-size-fits-all approach to one that better matches the needs of Downtown today and tomorrow.



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

Boulevards

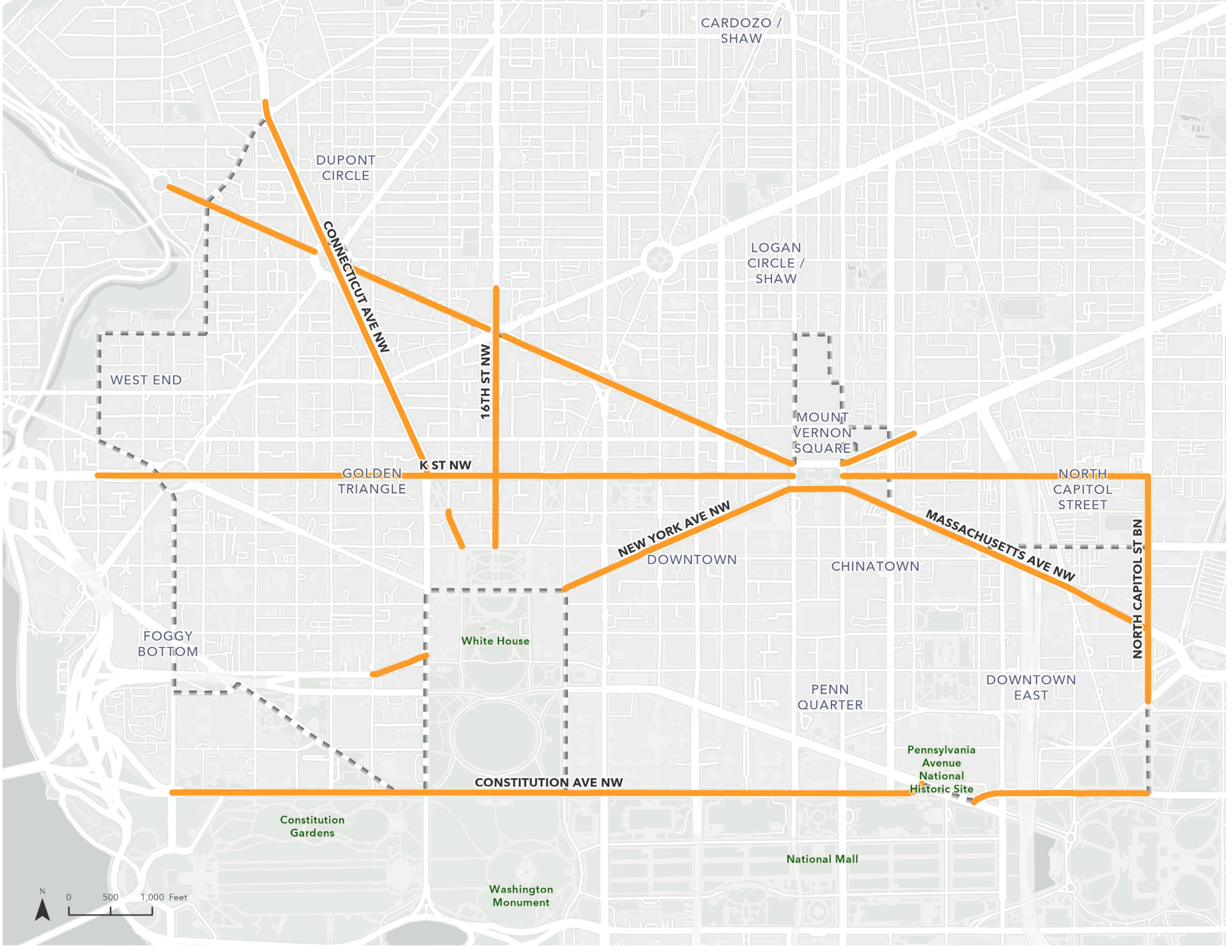
Economic Role
Primary regional connectors that sustain Downtown's role as a major employment center and civic destination. These corridors enable large-scale economic exchange by supporting high volumes of daily arrivals and departures.

Trip-Making Required to Support This Role
High-capacity, time-sensitive inbound and outbound travel, particularly during peak periods, combined with steady all-day regional connectivity.

User Travel & Mobility Experience
Predictable, legible, and efficient movement across Downtown. Users experience clarity of purpose and minimal ambiguity about how to traverse the corridor.

Candidate Trip Types Emphasized
- Regional commuting
- Cross-downtown through trips
- High-volume employment access
- Institutional and civic arrivals

Placemaking Vision
A confident, orderly civic spine that signals movement and connectivity while maintaining a dignified public presence.



Commercial Corridors

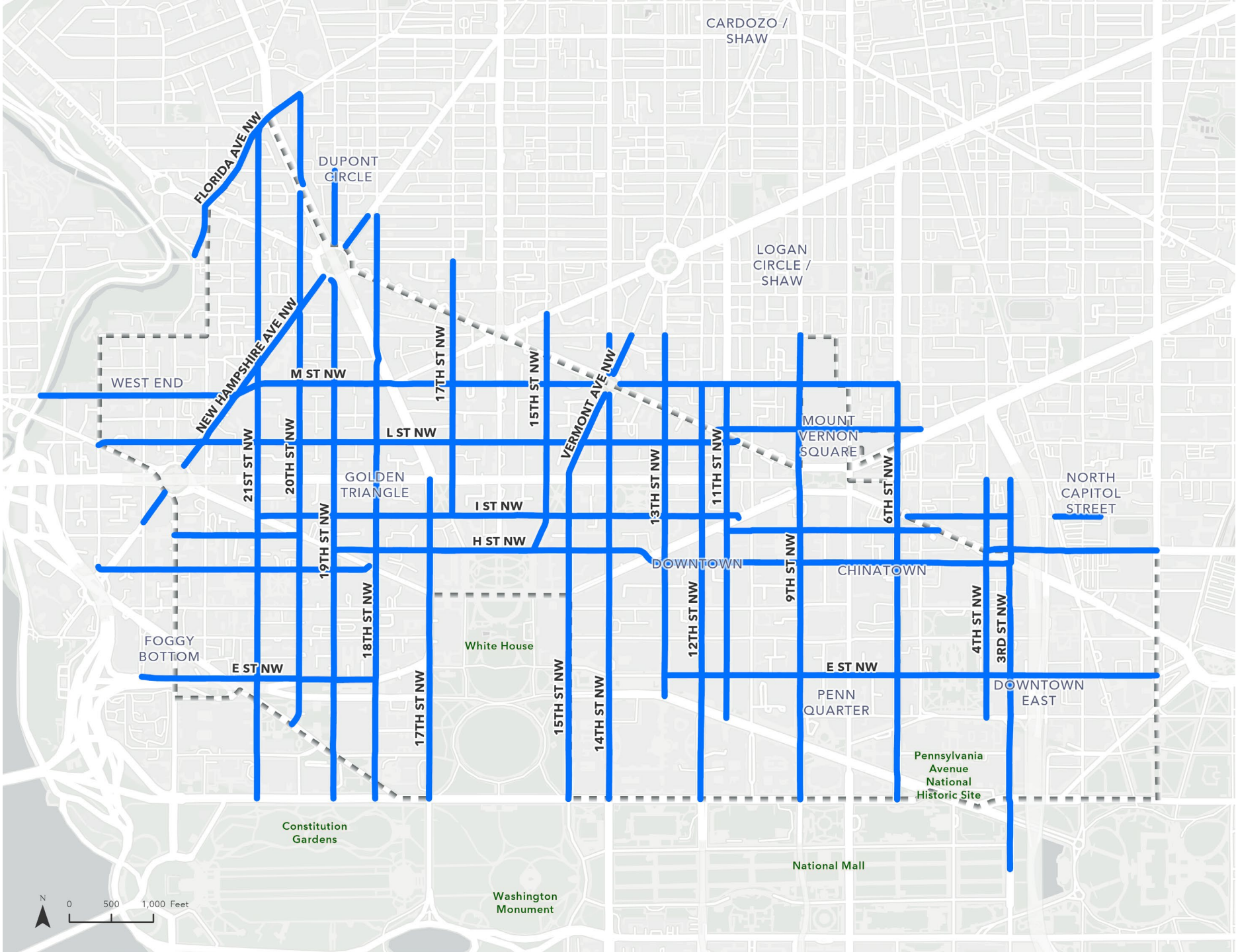
Economic Role
Employment and institutional “front doors” that support office, institutional, and mixed commercial uses. These corridors underpin Downtown’s business productivity and daily workforce circulation.

Trip-Making Required to Support This Role
Frequent, reliable arrival and departure trips tied to work schedules, meetings, and business services, along with supporting service and short-duration visits.

User Travel & Mobility Experience
Structured, dependable access that reduces friction for workers and visitors. Movement feels managed and coordinated rather than improvised.

Candidate Trip Types Emphasized
- Commute trips
- Business-related short visits
- Service and delivery access
- Institutional arrivals

Placemaking Vision
A professional, high-functioning business environment that conveys stability, access, and economic vitality



Tourism & Event Connectors

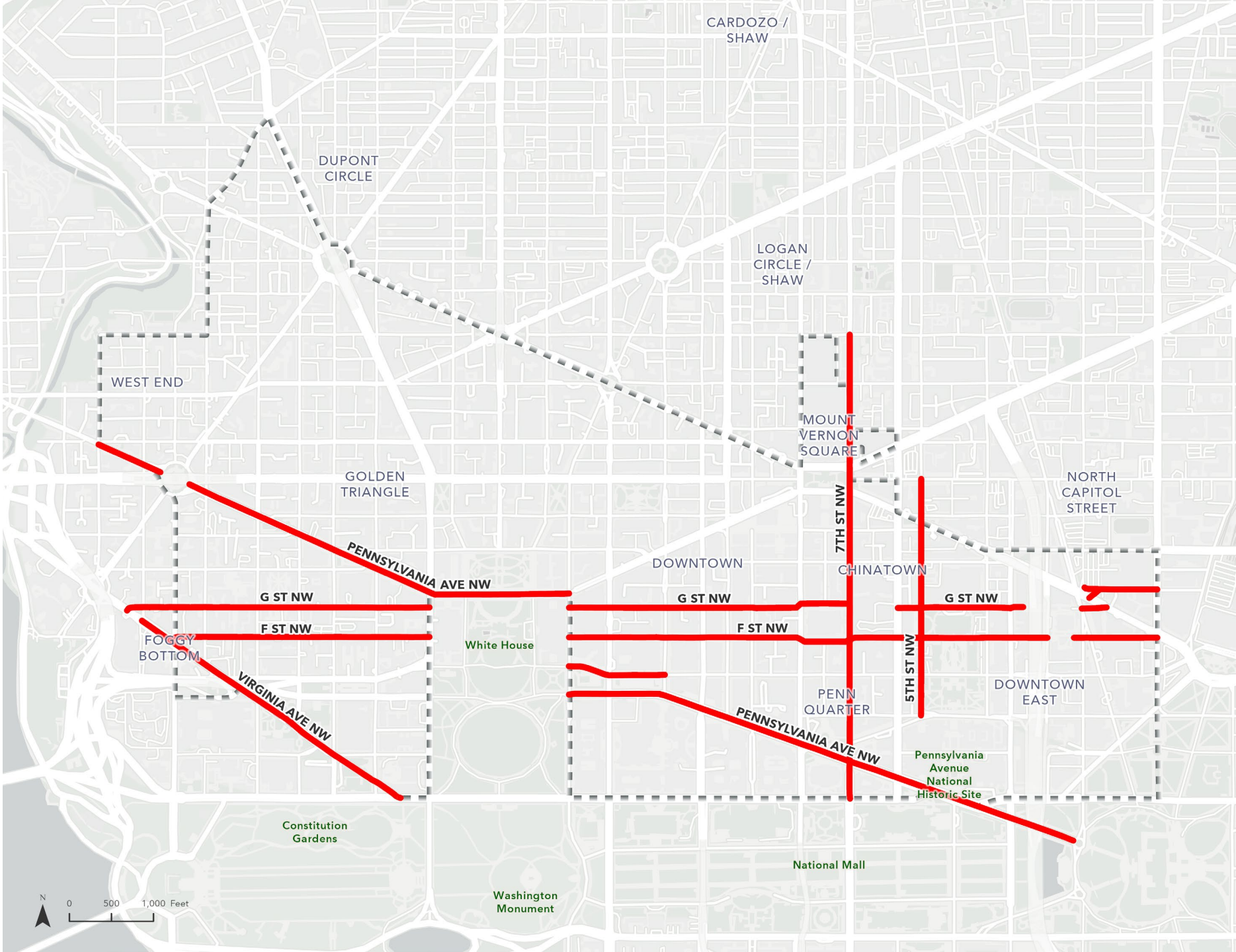
Economic Role
Corridors that anchor Downtown's visitor economy and cultural identity. They support museums, venues, attractions, and major events.

Trip-Making Required to Support This Role
Regularized and surge-based arrivals and departures, adaptable to event schedules, with strong emphasis on wayfinding and coordinated access.

User Travel & Mobility Experience
Clear, celebratory, and adaptable. Visitors should feel oriented, safe, and accommodated during both peak and off-peak periods.

Candidate Trip Types Emphasized
- Visitor and tourism trips
- Event arrivals and departures
- Group and family outings
- Cultural and civic attendance

Placemaking Vision
An expressive, flexible corridor that reinforces Downtown's identity and supports memorable experiences.



Living & Learning Streets

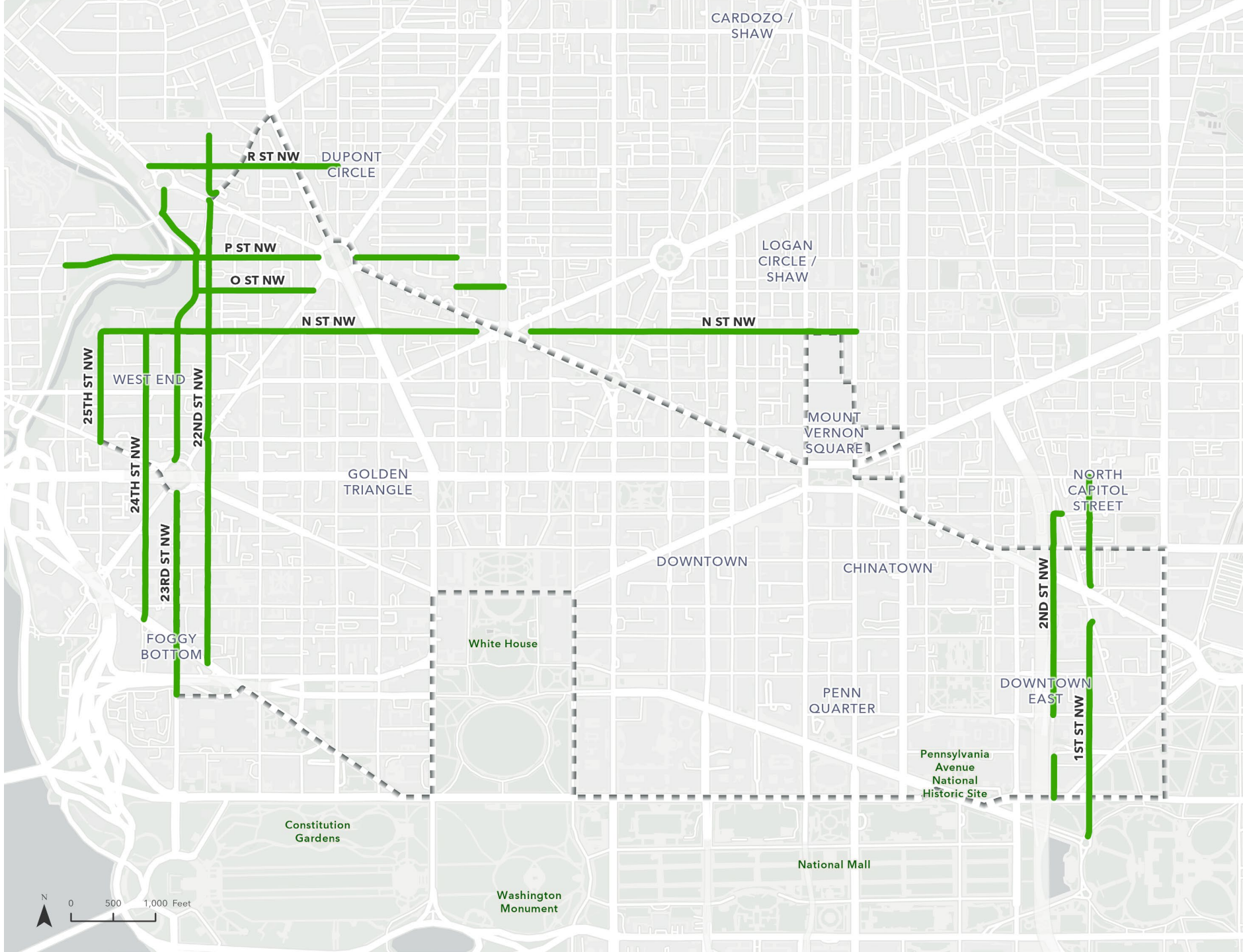
Economic Role
Residential and campus-oriented corridors that support long-term population growth, housing stability, and institutional life.

Trip-Making Required to Support This Role
Frequent short-distance trips, daily routines, and predictable neighborhood circulation patterns.

User Travel & Mobility Experience
Calm, intuitive, and comfortable. Movement should feel safe and neighborly rather than hurried or transactional.

Candidate Trip Types Emphasized
- Residential daily routines
- School and campus access
- Local errands
- Community and social activity

Placemaking Vision
A welcoming, community-oriented street that reinforces Downtown's evolution into a more balanced, mixed-use district.



What Comes Next

DOWNTOWN DC TRANSPORTATION PLAN

This effort will produce recommended:

1 **Policies**

2 **Programs**

3 **Projects**

Timeline

TODAY

MEET

We're meeting with 100s of people in meetings just like this one

REFINE

Receiving feedback on the Corridor Classifications

DRAFT

Build a draft Downtown Network, including some conceptual planning

RETURN

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

Thank You!

www.downtowntransportationplan.com

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