

**Appendix 1.1**  
**moveDC Goals and Performance Measures**

moveDC Goal	Approach Comparison Metric	Plan Evaluation Metric
<b>Sustainability and Health: Achieve 75% of all commute trips in the District by non-auto modes</b>		
Increase non-auto mode split	Forecast percentage of daily non-auto trips (Transit, Bicycling, Walking)	Forecast percentage of daily non-auto trips (Transit, Bicycling, Walking)
Increase access to parks and green space	Number of new on-street bicycle facilities and trails within 100 feet of parks and green space. Sidewalks assumed to be the same for all approaches.	Number of new on-street bicycle facilities, trails, and sidewalks within 100 feet of parks and green space
Encourage active transportation for health benefits	Not evaluated	Presence of policies and programs that educate or encourage active transportation
Reduce air and water quality impacts of transportation	Not evaluated	Vehicle miles traveled and number of vehicle trips, compared to existing conditions Reduction in freight congestion
Prepare the transportation system for changing environmental and climatological conditions	Milage of new facilities in flood zones (Transit investments, Bicycle facilities, Streets, and Bridges)	Milage of new facilities in flood zones (Transit investments, Bicycle facilities, Streets, and Bridges)
<b>Citywide Accessibility and Mobility: Maximize system reliability and capacity for moving people and goods</b>		
Increase the person-carrying capacity of the transportation system	Change in peak period person-carrying link capacity Districtwide (Metrorail, High-capacity transit including streetcar, Water transit, Bicycle facilities, Streets)	Change in peak period person-carrying link capacity Districtwide (Metrorail, High-capacity transit including streetcar, Water transit, Bicycle facilities, Streets) Shift in peak hour trips to non-peak hours Support for commuter and regional rail services
Improve system reliability	Not evaluated	Presence of policies and technologies that improve the ability to react to incidents Infrastructure and presence of policies that enhance the movement of goods
Reduce financial barriers to the lowest income transportation system users	Presence of policies that directly reduce costs or financial barriers for using transportation options	Presence of policies that directly reduce costs or financial barriers for using transportation options
Accommodate the movement and management of freight and goods	Presence of new alternative-mode facilities (transit or bicycle) on existing freight routes	Presence of new alternative-mode facilities on existing freight routes Presence of policies and programs that improve conditions for goods delivery and commercial service Presence of policies that support alternative freight movement strategies
Integrate the District's transportation system with the region	Number of connections to planned regional facilities (Transit investments, Bicycle facilities, Managed lane facilities)	Number of connections to planned regional facilities (Transit investments, Bicycle facilities, Managed lane facilities, Freight routes)

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<b>Neighborhood Accessibility and Connectivity: Support neighborhood vitality and economic development</b>		
Increase the coverage of all modal networks throughout the District	Percent of forecast 2040 population with access to facilities (Metro Station within 7.5-minute walk; Transit within 7.5-minute walk; Bicycle Lane or Cycle Track within 2-minute ride)	Percent of forecast 2040 population with access to facilities (Metro Station within 7.5-minute walk; Transit within 7.5-minute walk; Bicycle Lane or Cycle Track within 2-minute ride); Sidewalk on at least one side of every street Increased availability of on-street parking in all areas of the city
Increase the number of transportation choices for travel between city neighborhoods	Not evaluated	Travelshed of new transportation facilities ADA compliance of the pedestrian system
Increase transportation availability to population centers and jobs, schools, amenities, and services	Number of population, employment, and mixed-use centers within 100 feet of new facilities (Transit investments, Bicycle facilities, Streets)	Number of population, employment, and mixed-use centers within 100 feet of new facilities (Transit investments, Bicycle facilities, Streets)
Increase transportation availability to economically challenged or targeted redevelopment areas	Number of Targeted Redevelopment Areas and low-income census tracts within 100 feet of new facilities (Transit investments, Bicycle facilities, Streets)	Number of Targeted Redevelopment Areas and low-income census tracts within 100 feet of new facilities (Transit investments, Bicycle facilities, Streets, Sidewalks)
<b>Safety and Security: Achieve zero fatalities and serious injuries on the District transportation network</b>		
Improve safety for all users	Number of improved crash locations within 100 feet of each approach's projects (Bicycle facilities, Trails, Sidewalks, Streets)	Number of improved crash locations within 100 feet of each approach's projects (Bicycle facilities, Trails, Sidewalks, Streets) Presence of policies that assign modal priorities to streets, encourage safety, and enforce laws
Expand sidewalk network	Not evaluated; all approaches assume the same level of sidewalk investment	Level of sidewalk investment
Maintain ability to evacuate the District in case of emergency	Change in peak period person-carrying link capacity along evacuation routes (Transit investments, Bicycle facilities, Streets)	Change in peak period person-carrying link capacity along evacuation routes (Transit investments, Bicycle facilities, Streets)
Preserve security of key functions without impacting the transportation system	Not evaluated	Subjective assessment of security impacts
<b>Public Space: Washington, D.C.'s historic landscapes and quality of neighborhood public space</b>		
Protect and enhance important corridors and urban landscapes	Not evaluated	Presence of policies that improve the attractiveness or make better use of public spaces
Make streets functional, beautiful, and walkable	Not evaluated	Level of sidewalk investment Presence of policies that set modal priorities, increase efficiency, encourage use within under-used rights-of-ways, improve the attractiveness of streets by incorporating the District's Public Realm Design Guidelines for landscaping and other improvements, and reduce the time and number of trucks occupying curbspace
Increase tree coverage	Not evaluated	Presence of policies that encourage tree plantings in public spaces
<b>Preservation: Maximize reliability for all District transportation infrastructure by investing in maintenance and asset management</b>		
Maintain infrastructure at a state of good repair (SOGR)	Not evaluated	Amount of new infrastructure Presence of policies that prioritize SOGR Presence of policies and programs to decrease vehicle-miles traveled for commercial vehicles Investments in and presence of policies for inspection of District bridges
<b>Funding &amp; Financing: Invest in transportation to achieve outcomes within plan horizon</b>		
Secure adequate revenues for transportation	Not evaluated	Comparisson of available revenue and moveDC cost