The District is Growing

Population

- In the last decade, the District has grown by nearly 30,000 people. By 2040, we will be a city of more than 770,000 people.
- 170,000 more people living in the District by 2040. 25% increase over today’s District population by 2040.

Employment

- By 2040, 200,000 more jobs will be located in the District. This is a 40% increase from today. (Source: MWCOG)
- Increasingly, District jobs could be filled by District residents. The more residents who work in the city, the shorter the commute, the less the impact on our transportation network, the more taxes we keep, and the stronger our community.

The District vs. the Region

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
<td>2040</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>602,000</td>
<td>772,000</td>
</tr>
<tr>
<td>Metropolitan</td>
<td>6,626,000</td>
<td>8,661,000</td>
</tr>
</tbody>
</table>
Washington Region      |            |            |            |            |

Source: MWCOG Round 8.1 Socioeconomic Data

Population to Employment Ratio

- District of Columbia: Jobs 57% Population 43%
- Metropolitan Washington Region: Jobs 38% Population 62%

Source: MWCOG Round 8.1 Socioeconomic Data

What is the Region Doing?

DC is not the only jurisdiction planning for multimodal improvements. This map shows regional projects in the Metropolitan Washington Council of Government’s (MWCOG) Constrained Long-Range Plan.
Travel Trends:

- More people are taking transit:
  - DC transit mode share increased by 8% from 2000 to 2011

- Biking is becoming increasingly popular:
  - The bike mode share for DC is currently about 5 times the regional average

- More people are working from home:
  - Increased teleworking options in addition to long and unpredictable congestion are discouraging long commutes

Travel Patterns:

2040 Daily Trip Flows

Future of Transportation:

How people travel is evolving and the District is on the cutting edge of those changes. Current transportation trends and technology include:

- Dynamic ridesharing (electronically request a ride with someone going your way)
- Smart parking (use technology to monitor parking availability)
- Real-time transit arrival information
- Transit signal priority
- Intelligent transportation systems including sensor technology
- Electric vehicles
- Sharing cars and bikes

We are sharing what used to be private...

Carsharing is becoming increasingly popular. It allows members to reserve cars on a short-term, as-needed basis. There are more than 1,000 carsharing vehicles in the Washington region.

Bike Sharing programs make bicycles available for shared use to individuals on a short-term, as-needed basis. DC has the most successful bike sharing program in the nation—Capital Bikeshare.

Connected with Smartphones

We are more connected to our transportation options. Real-time transportation information allows us to make choices about when and how we travel. From you, District's favorite transportation apps are:

- Embark DC – Plan a trip to Metro and CaBi stations
- WAZE – Join other drivers in your area to share real-time traffic information
- Bixou – Real-time bike share information
- BusTrackDC – Find nearest bus stop and when the next bus will arrive

Bicycle Demand is Growing

To gauge cyclist demand for the facilities in each approach, a demand methodology was applied to each proposed approach. To gauge cyclist demand for the facilities in each approach, a demand methodology was applied to each proposed approach. To gauge cyclist demand for the facilities in each approach, a demand methodology was applied to each proposed approach.

- Nearly 75% of the District’s workforce comes from outside DC
- One third of employed District residents work outside DC
- In 2040, there continues to be strong travel demand along radial corridors such as Connecticut Avenue NW and Pennsylvania Avenue SE
- There will be strong demand for a number of neighborhood-to-neighborhood travel paths
- Between 2010 and 2040, there is a growth in travel demand to and from new activity centers such as the Southwest Employment Area and the future St. Elizabeth’s campus

1 National Capital Region Transportation Planning Board
2 US Census Bureau’s Longitudinal-Employer Household Dynamics (LEHD) Program
3 Districtwide Travel Demand Model
System Performance

Service statistics reveal a route's efficiency:

- Total daily ridership—shows scale of boardings
- Riders per revenue hour—shows riders per unit of service provided
- Routes with high ridership does not always translate into a route being productive

Two system characteristics by route are shown below.

Route Evaluation – Individual Route Sample

Route M6 Fairfax Village

- Non-regional route
- Ward 7/8 connector
- 2,300 daily riders

Riders per Trip

Riders by Stop

M6 Fairfax Village Productivity Compared Against Non-Regional Group Average

Emerging Issues to Consider

Service Design

- Trip alignment varies throughout the day
- Route deviates off direct paths
- Alignment follows long loops
- Large parts of routes overlap
- Overly complex service in certain neighborhoods
- Route does not connect to major destination
- Route terminates at low-ridership location
- Route duplicates Regional service

Schedule

- Route operates with irregular headways
- Route schedules are not coordinated
- Frequencies are not matched to demand (too much or too little service)
- Service hours are not matched to demand (service starts/ends too early or too late)
- On-time performance goals not met

Evaluation for all routes are available in the Route Evaluation Briefing Book here at the meeting. Ask a moveDC team to see it, but please return the book when you're finished so others can have a look.
**Local Bus Study Summary**

**Project Purpose**
- Assess non-regional Metrobus and DC Circulator services
- Identify operational improvements

**What Is Non-Regional Bus Service?**
WMATA routes are regional if they:
- Cross a jurisdictional boundary
- Serve one or more regional activity centers (including downtown)
- Operate primarily on arterials
- Have high boardings per hour all year

WMATA non-regional service evaluated:
- 19 routes
- Service throughout District
- Approximately 50,000 daily weekday riders

**Local Bus Productivity**

<table>
<thead>
<tr>
<th>Productivity Measure</th>
<th>Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger per revenue vehicle hour</td>
<td>45.6</td>
<td>39.35</td>
<td>33.4</td>
</tr>
<tr>
<td>Passenger per revenue vehicle mile</td>
<td>6.1</td>
<td>5.05</td>
<td>4.5</td>
</tr>
<tr>
<td>Average speed (mph)</td>
<td>10.3*</td>
<td>11.2*</td>
<td>11.8*</td>
</tr>
<tr>
<td>Total vehicle hours per revenue vehicle hour</td>
<td>1.18</td>
<td>1.07*</td>
<td>1.09*</td>
</tr>
<tr>
<td>Stop spacing (feet)</td>
<td>962.5</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Average ridership per trip</td>
<td>25.05</td>
<td>21.7</td>
<td>18.5</td>
</tr>
</tbody>
</table>

Sources: WMATA service data (TripScan) and APC ridership data from Spring 2013. WMATA Parasuchk Plus Data. * no data for circulator

**Routes Evaluated**

The project seeks to understand how well existing service meets demand, learn from other operators in the metropolitan region, and assess how service can be improved. The project goals will be achieved through the following tasks:
- **Market Analysis** – How, when, and where people travel in the District (complete)
- **Stakeholder Interviews** – Experiences with bus service in the metropolis region (complete)
- **Public Outreach** – Ongoing
- **Route Evaluations** – Analyze system and route-level data (75% complete)
- **Operations Scenarios** – November 2013-January 2014

**For More Information**

The moveDC Local Bus Study is led by the District Department of Transportation and is one piece of the larger moveDC planning initiative.

Visit the moveDC website at [www.wemoveDC.org](http://www.wemoveDC.org) for more information. All route evaluations are posted for comments and feedback.