Walking is our most fundamental form of transportation and is a part of any trip.

On Foot

People walk in DC by:

A continuous sidewalk network
- 75% of the District’s streets have sidewalks on both sides

158 miles of trails
- The recreation network includes shared use paths, trails, and foot paths

Connected blocks
- An average 115 intersections per square mile create walking connections throughout the District

Walkability

Walkability has emerged as a buzzword in recent years. It is increasingly a major factor in peoples’ decisions on where to live, work, shop, and play. Walkability contributes to:
- Better public health
- Building stronger communities
- Economic prosperity
- Urban competitiveness

Walkable neighborhoods generally have safe and inviting streets and sidewalks, safe street crossings, a lively mix of uses, and lots of activities.

How does DC compare to other regions?

The District ranks #7 on Walk Score’s list of walkable cities in the United States

DC has the second highest percentage of walking commute trips of U.S. cities at 11.4%

The District has been awarded gold status as part of the Pedestrian and Bicycling Information Center’s Walk Friendly Communities program

Opportunities to increase walkability

Improve network outside core: Many neighborhoods in northeast and southeast have long blocks and no sidewalks, which limits walking opportunities.

Focus on safety: A survey conducted as part of the Pedestrian Master Plan (2009) found that 46% of respondents cited unsafe street crossings as the biggest challenge to walking in the District.

Despite the District’s high level of walkability, the city has the most pedestrian fatalities per 100,000 people of several major cities, at 2.7.

Contributing to DC’s walkability

- A rich and diverse mix of land use creates convenient walking opportunities in many parts of the District
- Pedestrian Master Plan includes policies to make sidewalks comfortable and accessible in all parts of the District
- DDOT investments include:
  - Regional Street Smart public awareness campaign that focuses on educational and enforcement of pedestrian laws
  - Safe Routes to School program that teaches the lifelong fundamentals of pedestrian safety at an early age

This map shows the existing pedestrian network, including sidewalk gaps, existing trails, pedestrian corridors under study, and locations for sidewalk improvements.

Visit www.wemovedc.org to learn more.
On Bicycles

People bike in DC:

In bike lanes and trails:
- 66 miles of marked on-street bike facilities in DC (2013)
- 73 miles of existing bike trails (2013)

Using Capital Bikeshare (CaBi):
- There are 1,800 bicycles at 191 stations throughout DC (May 2013)
- CaBi users also can travel to Arlington and Alexandria and soon parts of Maryland

Coordinating with transit:
- All Metrobuses and DC Circulator buses are equipped with bike racks. There is no charge to rack your bike and ride the bus
- You can bring your bike on Metrorail during non-rush periods and on Saturdays and Sunday

To get to work:
- 3.3% of weekday work trips are made by bike in DC

How can the city become even more bike friendly?

Reduce crashes and fatalities
- Compared to the rest of the nation, DC ranks fifth highest in fatalities per million residents

Connect beyond downtown
- We have invested in the bike network downtown resulting in a very high rate of cycling. The network of bicycle supportive opportunities needs to expand throughout the District and to other parts of the region.

A 2012 bicycle-friendly city ranking by Bicycle.com stated, “There is no clearer evidence of the urban-cycling revolution sweeping the United States than in the nation’s capital, where ridership jumped 80 percent from 2007 to 2010.”

How does DC compare to other regions?

Capital Bikeshare is the 2nd largest and most successful bikeshare in the nation.

Bicycle.com ranks DC as the nation’s #4 most bike-friendly city.

The District ranks #8 in the nation for bicycle commuting with 3.3% of commuters biking to work.

Why all the bicycling?
The surge in bicycle use in DC stems from recent investments such as:
- 53 new miles of bike lanes since 2000
- 2,300 bike racks and 14 bike lockers installed since 2001
- Launch of CaBi in 2010
- New trails including portions of the Anacostia River Trail and the Metropolitan Branch Trail
- Increase in advocacy for and awareness of bicycling

Visit www.wemovedc.org to learn more.
People use transit in DC by:

**DC Circulator:**
- Five routes serve 15,000 daily boardings*1

**Metrobus:**
- 212,000 average weekday trips occur within DC*2 (2012)
- A fleet of more than 1,500 buses operating on 325 routes*4
- MetroExtra, a high-frequency service running on six routes with limited stops

**Metrorail:**
- 38.3 miles and 40 stations in DC
- 562,500 average weekday boardings in 2012 were in the District*5 (2012)

* Source: Circulator Dashboard, March 2013  
* Source: WMATA, MetroFacts 2013

How do we improve people’s experience using transit?

**Improve service efficiency Districtwide**
- Most local bus services are slow, making it difficult for people in Northeast and Southeast to reach major employment centers within 40 minutes
- Only 12% of District residents can reach Georgetown using bus, rail, or a combination in less than one hour

**Address core capacity issues**
- Several Metrorail lines and stations as well as many Metrobus lines are nearing capacity during their busiest periods

**Build the DC’s streetcar system**
- DC has been working to reintroduce streetcar to its neighborhoods. Service is anticipated to begin on the first line of the proposed 37-mile system in December 2013 on H Street NE

How does DC transit compare to other regions?

**Metrorail** has the 2nd largest ridership in nation.

**Metrobus** is the 6th busiest bus operator in the U.S.

DC has the 2nd largest transit mode share in nation.

What is DDOT already doing?

- **DC Circulator** service began in 2005
- **Streetcar** service is anticipated to begin at the end of 2013 along H Street NE
- **Real-time service information** is being used to improve on-time performance for buses and to let people know when buses and trains will arrive
- **Implementation of Rush+** and the new premium MetroExtra service to relieve crowding on transit
- **Ongoing repairs and rehabilitation** of existing infrastructure

Visit [www.wemovedc.org](http://www.wemovedc.org) to learn more.
Commuter rail and bus services operate between outlying population centers and downtown. They carry large numbers of commuters to the District each work day.

**Commuter Rail Services**

- Virginia Railway Express (VRE) and the Maryland Area Regional Commuter (MARC) offer commuter rail service to DC from communities in Virginia and Maryland.
- Approximately 16,000 passengers ride VRE and more than 30,000 passengers ride MARC daily.
- The longest commuter rail routes extend more than 50 miles from DC.

*Source: VRE and MTA*

**Commuter Bus Services**

- More than nine commuter bus operators run more than three dozen routes into DC from Maryland and Virginia.
- An equal number of intercity bus companies serve DC and connect to other cities in the Northeast.

**Intermodal Centers**

DC has two intermodal centers which provide easy transfers among transportation modes:

**Union Station** is the major hub of all transit services in DC and is served by the Metrorail Red Line, Metrorailbus, DC Circulator, Amtrak, VRE, MARC, intercity buses, and commuter buses. Union Station has:

- More than 32 million visitors annually.
- More than 200 trains through the station each day.

**L’Enfant Plaza** includes connections to Metrorail Blue, Green, Orange, and Red Lines; Metrorailbus; northeast and regional Amtrak; and VRE.

*Sources: MTA, VRE, Loudoun County, Potomac and Rappahannock Transportation Commission.*

**Union Station Redevelopment Plan**

The Washington Union Station Master Plan addresses multimodal facility needs and seeks to improve connections among the various modes. Recently, transportation service were expanded to include more intercity bus at the bus deck. The master plan will support efficient and seamless connections between the planned DC Streetcar, H Street Garage, and existing modes of transportation at Union Station.

**This map shows existing commuter rail and bus networks and use.**

*Sources: MTA, VRE, Loudoun County, Potomac and Rappahannock Transportation Commission.*

Visit [www.wemovedc.org](http://www.wemovedc.org) to learn more.
Driving & Parking

Driving in DC means experiencing:

- An interconnected street network in the monumental core
- Traffic congestion during rush hours on commuter-oriented streets
- Lots of transit, pedestrian, and bicycle activity
- Natural and man-made barriers that make some trips challenging
- Many streets with restrictions for security purposes
- A smaller urban freeway system compared to other American cities

People park in DC:

At more than 400,000 parking spaces:

- About 65% are on-street
- About 6% of on-street spaces are metered
- Most off-street spaces are located in privately-owned and-operated downtown parking garages

Performance parking is a strategy in which on-street parking rates and restrictions are adjusted based on the availability and demand of parking:

- DDOT tested this program at three high-demand areas (H Street NE Corridor, Capitol Hill/Ballpark, and Columbia Heights)
- The innovative program has been successful and DDOT plans to expand performance parking beginning in 2013

The personal freedom that driving offers comes at the cost of worsening traffic congestion, declining air quality, and increasing parking challenges. One goal of moveDC is to accommodate driving, without having it negatively impact people’s quality of life.

How does driving and parking in DC compare to other regions?

The Washington region is the most congested urban area in the U.S.

- The annual delay per commuter is 67 hours
- that’s about $1,400 per year

DC has the largest and most successful implementation of pay-by-phone technology, Parkmobile, in the U.S.

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Percentage of residents who drive to work alone:

- Washington Metro Region residents: 66%
- DC residents: 33%

The average DC region commute is 53 minutes (longest of any urban area in U.S.)

29 minutes: DC residents’ average commute to work

What is DDOT already doing?

- New construction at the 11th Street Bridge and the South Capitol Street Bridge to improve connectivity and reduce congestion
- Districtwide State of Good Repair Program to keep roads and other infrastructure working as reliably as possible (e.g., pothole palooza)
- Districtwide traffic signal timing improvements to make streets more efficient
- Looking closely at parking – In 2013, DDOT engaged District residents at six meetings and through online activities to create the 2013 Parking Action Agenda
- Performance parking

Reexamine rush hour parking restrictions
Rush hour parking restrictions add capacity to streets during peak periods and allow parking at other times of the day.

Why all the traffic?

Growth and activity

- During the last two years, the District has grown by more than 1,100 residents per month
- In 2011, nearly 18 million people visited DC
- Each weekday, DC's population swells by 79% to 1.05 million people with the largest surge of commuters in the nation

Not enough options

- More transportation choices are needed in more parts of the District
- Expanding capacity is costly and has not been shown to reduce congestion in the long run

Undermanaged parking

- When there isn’t enough parking available, people create traffic congestion while circling for parking