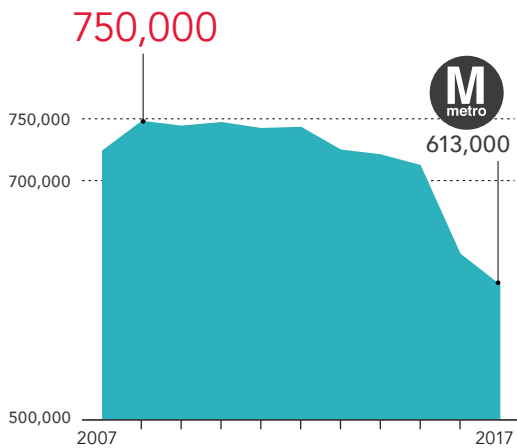


# TRANSPORTATION

## ALL ABOUT METRO

Metrorail in 2017 continued to be the engine for commuters in DowntownDC, which is home to seven Metrorail stations that together serve all six lines. DowntownDC's Metrorail stations served a combined average of 89,732 customers each weekday.

### DC METRORAIL TOTAL ANNUAL SYSTEM RIDERSHIP



Source: WMATA

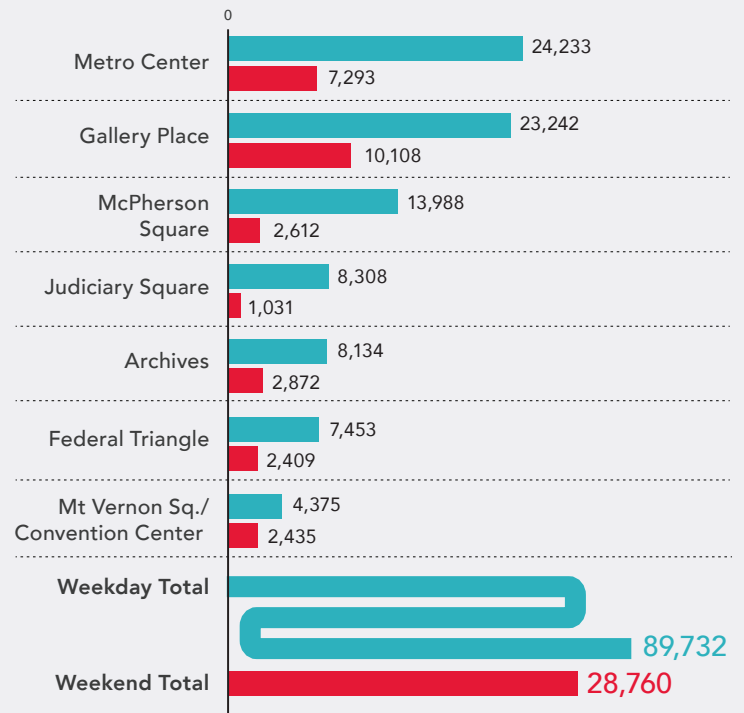
June 2017 marked the end of SafeTrack, the triage maintenance program which resulted in large, extended shutdowns of portions of the entire Metrorail network beginning in June 2016. The diminished service during SafeTrack was partially responsible for a decrease in overall Metrorail ridership from 639,000 customers per weekday in 2016 to 613,000 customers per weekday in 2017. This represented a decrease of 137,000 customers per

weekday from Metro's peak in 2008 of 750,000 customers per weekday, a decline of 18%. Metrorail ridership losses in DowntownDC have primarily occurred during weeknight and weekend periods while DowntownDC ridership has stabilized on weekdays.

### AVERAGE DAILY METRORAIL EXITS IN DOWNTOWNDC

- Average Weighted Weekday Exits
- Average Weighted Weekend Day and Holiday Exits\*

\*Weekday holidays are included as either Saturday or Sunday exits



Source: WMATA



**89,732**

**CUSTOMERS WERE  
SERVED EACH  
WEEKDAY BY  
DOWNTOWNDC'S  
METRORAIL STATIONS**

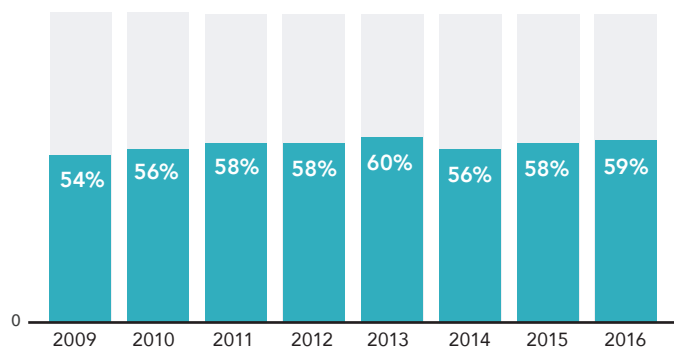
DowntownDC and its late-night economy continued to face challenges related to the end of late-night Metrorail service, which began as a temporary change as part of SafeTrack, but which was extended by the Washington Metropolitan Area Transit Authority (WMATA) through June 2019.

# DOWNTOWNDC AND ITS LATE-NIGHT ECONOMY CONTINUED TO FACE CHALLENGES RELATED TO THE ABSENCE OF LATE-NIGHT METRORAIL SERVICE

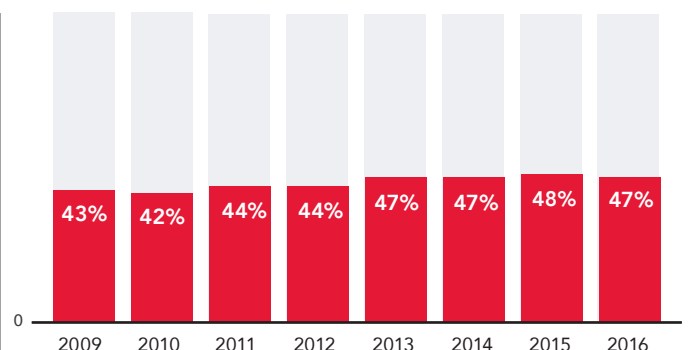


## DC AND THE REGION NON-AUTO COMMUTING SHARE

DC Residents Commuting to Jobs in the Region



DC and Region Residents Commuting to Jobs in DC



Source: American Community Survey



## TWO NEW BUS ROUTES

WERE ADDED TO DOWNTOWNDC  
IN 2017, THE **G9** AND **59**

## METROBUS RIDERSHIP DECREASE

Metrobus ridership dropped in the District by 8% in 2017. The District Department of Transportation (DDOT) in 2017 continued to work on a 16th Street Bus Priority project, designed to improve bus transit which in 2018 was undergoing Section 106 review. The H Street contraflow bus lane project in early 2018 had yet to advance into the preliminary engineering phase.

## PROPOSED DC CIRCULATOR CHANGES

DowntownDC in 2017 was also served by three of the six DC Circulator routes, including the two busiest routes (Union Station to Georgetown, and Woodley Park/Adams Morgan to the McPherson Square Metro Station). DDOT released the DC Circulator 2017 Transit Development Plan Update, which proposed some minor changes to DowntownDC routes designed to improve efficiency and reliability to boost ridership. DDOT expects these service changes to take effect in April 2018.



# 59%

OF DC RESIDENTS  
COMMUTE TO WORK BY  
**NON-AUTO MEANS**

## DC RESIDENTS CHOOSE NON-AUTO COMMUTES

Despite the disruptions to Metro, more than half of District residents (59%) commuted by non-auto means in 2016, the most recent year for which there is available data: 38% utilized public transportation; 15% walked to work; and 5% biked.

DowntownDC's walkability continued to be one of the BID's strongest assets and one the BID continued to work to support. In 2017, the BID began a partnership with DDOT for a demonstration project to improve pedestrian safety, enhance placemaking and improve public transit with a restriping project along 7th Street NW in Chinatown, one of DowntownDC's most highly-trafficked pedestrian areas.



## DOWNTOWNDC BIKESHARE COMPETITON

In early 2018, the District earned a gold Bike Friendly Community Award by the League of American Bicyclists, making DC the only major east coast city to earn that rating.

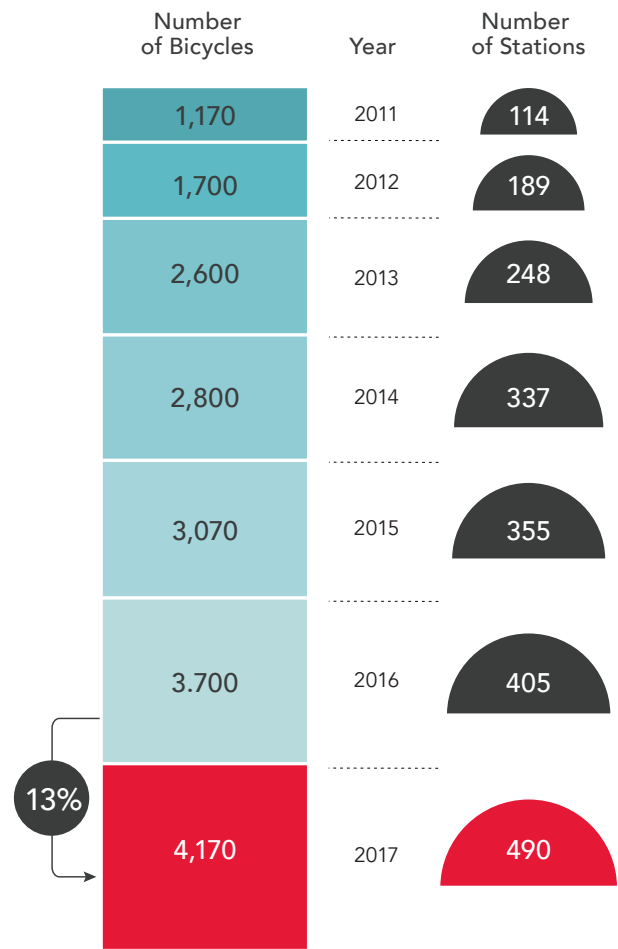
In 2017, DowntownDC was one area of the District that experienced the introduction of dockless bikeshare systems. Unlike the publicly-owned Capital Bikeshare system that relies on stations for users to dock their bikes to begin and end trips, these dockless systems enabled users to park their bikes anywhere on city sidewalks. Under the terms of the pilot program for Dockless Bikeshare, each operator is limited to 400 bikes.

By comparison, the regional fleet for Capital Bikeshare, which first started in DowntownDC, in 2017 included 4,170 bikes and 490 stations.

**DOWNTOWNDC GAINED  
4 CAPITAL BIKESHARE STATIONS  
IN 2017, FOR A TOTAL OF 31**

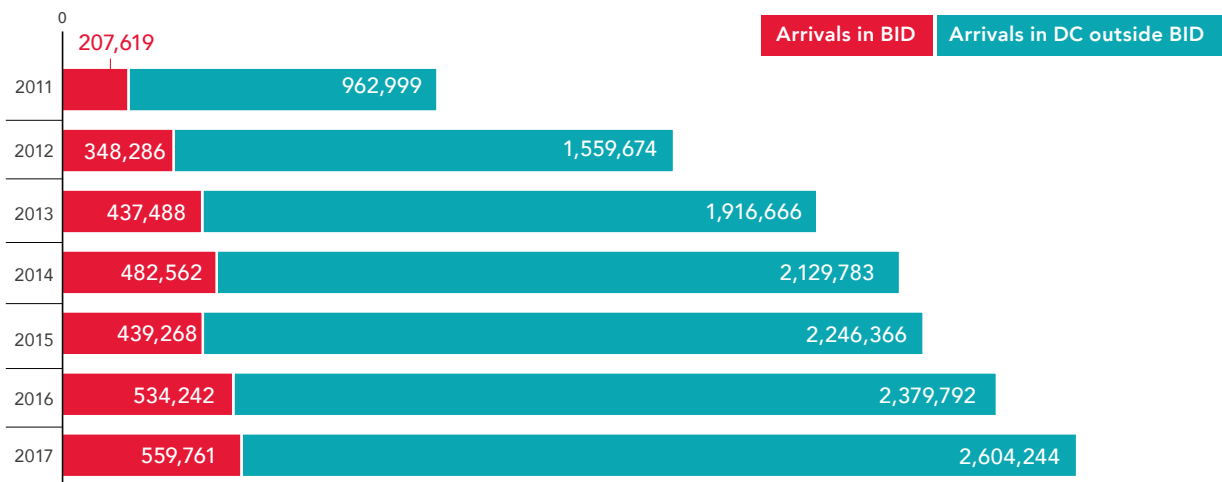
DowntownDC’s Capital Bikeshare system continued to grow in 2017. The region-wide system added 85 stations, increasing the size of the network by 21%. In DowntownDC, four new stations were added in 2017 for a total of 31 stations.

### CAPITAL BIKESHARE SYSTEM DATA



Source: Capital Bikeshare and DowntownDC BID

### CAPITAL BIKESHARE ARRIVALS IN DOWNTOWNDC AND DC



Source: Capital Bikeshare and DowntownDC BID