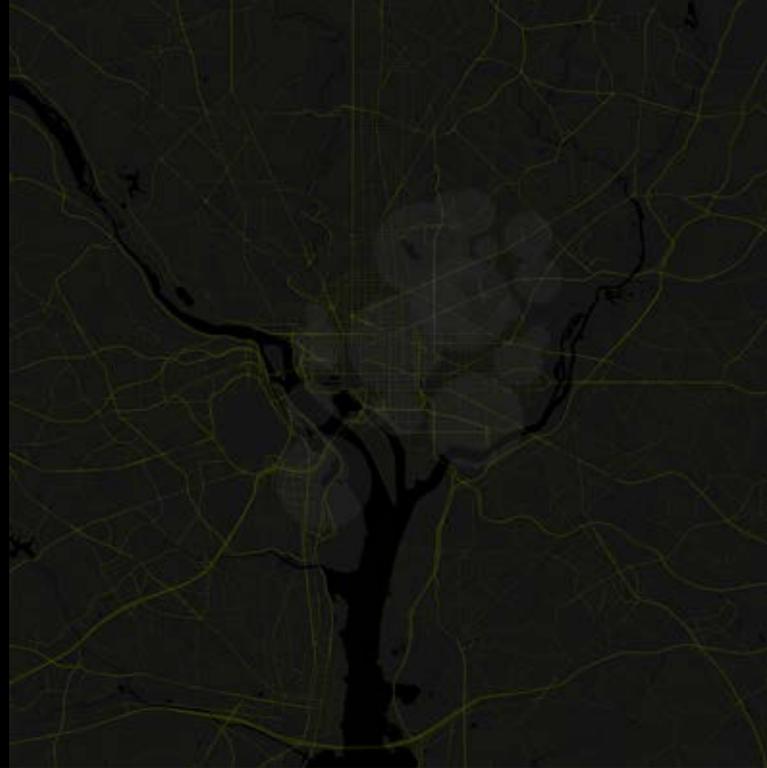


Washington, D.C.

Urban Mobility Readiness Index	Sustainable Mobility	Public Transit
14/60	21/60	24/60

GDP per capita (US\$) ¹	97,441.19
Population ²	5,378,377
Surface area (km ²) ³	3,644
Population density (people per km ²) ⁴	1,387



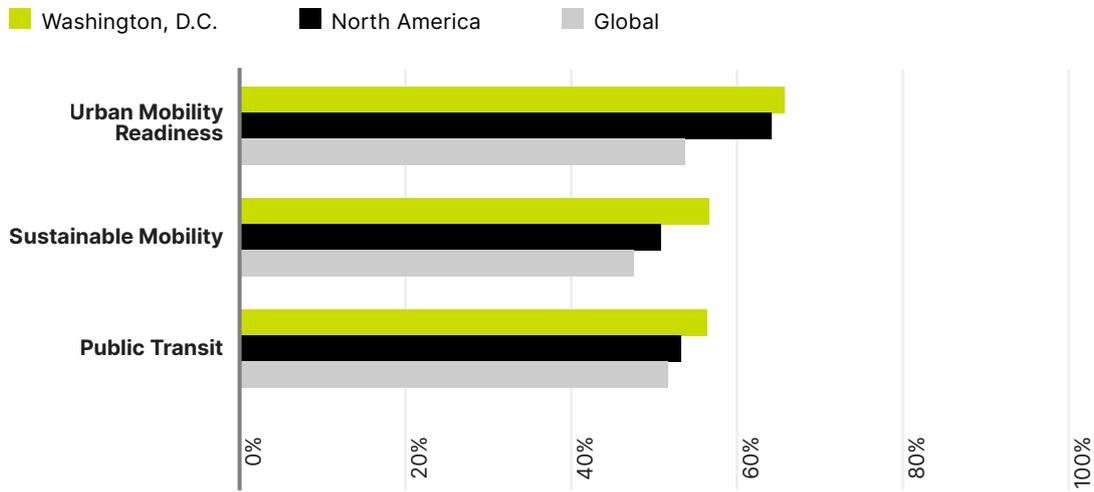
The United States capital benefits from being the seat of the national government and has one of the country's most developed mass transit systems, offering affordable prices and multiple modes of transit.³⁰ The Metrorail network, serving 91 stations over 117 miles of track averaged over 600,000 riders per day until 2019, after which numbers declined during the COVID pandemic. The Metrobus network operates around the clock.³⁰ Like many United States cities, however, some areas have low station density, and car ownership still rules.

Washington D.C. also possesses a robust traffic management system, featuring changeable message signs, coordinated traffic lights for arterial roads, and high-occupancy lanes. However, the city has been slower than some of its peers in making electric charging infrastructure widely available.

Cycling infrastructure has been improving with the District Department of Transportation and as of the end of 2021, there were 24 miles of protected bike lanes (with a physical separation from car lanes).³¹ And there is still growing demand to install more protected bike lanes with the DDOT embarking on a plan to build 20 miles of new protected bike lanes by 2023. The bikeshare service, Capital Bikeshare, has 5,000 bikes and more than 600 stations in Washington, D.C. and the surrounding area. E-scooters are permitted, and more than 10,000 are available in the District.³²

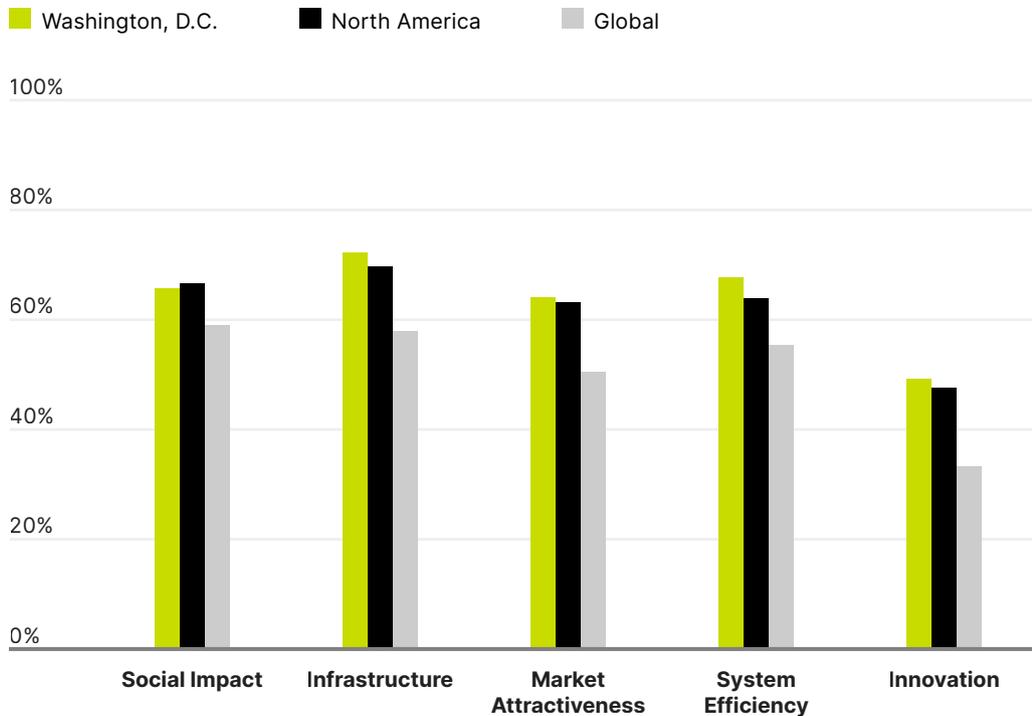
Urban Mobility Readiness Index, Sustainable Mobility and Public Transit scores

City scores in percentage compared with global and regional averages



Dimensions of the Urban Mobility Readiness Index score

City scores in percentage across the five dimensions of the Urban Mobility Readiness Index, compared with global and regional averages



Source: Oliver Wyman Forum and University of California, Berkeley analysis