

Fact Sheet for MoveDC

The District Department of Transportation (DDOT) is beginning a master transportation planning process that will stretch up to 18 months. Previous streetcar, pedestrian and bicycling master plans will be combined, and the resulting master transportation plan will direct investments by DDOT for the next 10 years or more. Currently, public space is oversubscribed and trade-offs must be made going forward.

The Washington Area Bicyclist Association believes public space on District streets should be programmed to achieve the greatest mobility for residents. Biking is the most efficient use of public space and public resources to achieve mobility. DDOT must redouble its efforts to encourage bicycling by setting the following priorities:

Top Priorities for Bicycling in the District of Columbia

A complete network of physically separated bicycle facilities connecting all District residents to major job centers, schools, retail, healthcare, and grocery stores. A network of at least 75 miles of cycle tracks, buffered bike lanes and bicycle boulevards should be constructed.

Bicycling mode share in D.C. should be a minimum 15% by 2032. Mayor Gray's Sustainable DC initiative has set an ambitious but achievable goal stating that at least 75% of all trips be made by walking, transit, and biking by 2032.

Major corridors and arterials throughout the city should be enhanced for safe and comfortable bicycle travel, not restricted. Streets planned for streetcars must not exclude bicycle accessibility. DDOT must present thoughtful solutions to integrate streetcars and bicycles on the same streets as both networks are constructed. In the Land Use Study for the DC Streetcar System, the DC Office of Planning recommends paying special attention to designing roads that allow streetcars and bicycles to share streets safely.

Bike parking options and Capital Bikeshare should be expanded. As bicycling rates increase, DDOT should implement city-wide high-capacity bicycle parking solutions. Deployment of Capital Bikeshare should increase so that all District residents are within a reasonable walking distance of a station.

Making the Case for Separated Bicycle Facilities

Separated bicycle facilities attract riders: The Pennsylvania Ave Bike Lanes saw an increase in bicycle volume by approximately 200% between April 2010 and June 2011 (DDOT).

There is broad public support for separated bicycle facilities: Out of 782 people surveyed, 83% of residents in the area around the cycle track on 15th Street consider it a valuable asset to their neighborhood (DDOT).

Bicyclist feel safer riding in separated bicycle lanes: Bicyclists using the 15th Street cycle track stated they felt overwhelmingly safer when riding in a physically separated facility (DDOT).

Drivers support separated bicycle lanes: Motorists interviewed on D.C. streets with cycletracks were found to be favorable toward the lanes (DDOT).

Separated bicycle facilities are safer: Physically separated bicycling facilities, compared to other roadway treatments, can reduce crashes up to 90% (University of British Columbia).

Attend a local MoveDC workshop and make your voice heard.

More information at wemovedc.org

