

# DISTRICT DEPARTMENT OF TRANSPORTATION



*Riggs Rd NE Connector Cycletrack*

# Why is DC Installing Bicycle Lanes?

## 2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike
- 2010: 3% of commute trips by bike
- 2015: 5% of commute trips by bike



## Sustainable DC goals

- 75% of all trips by walk, bike, transit by 2032
- 150 more bike share stations
- Carbon Neutrality by 2050

## Vision Zero Goals

- Zero Traffic Fatalities
- Few serious injuries
- Create safe conditions through design
- Safe & accessible streets for all users

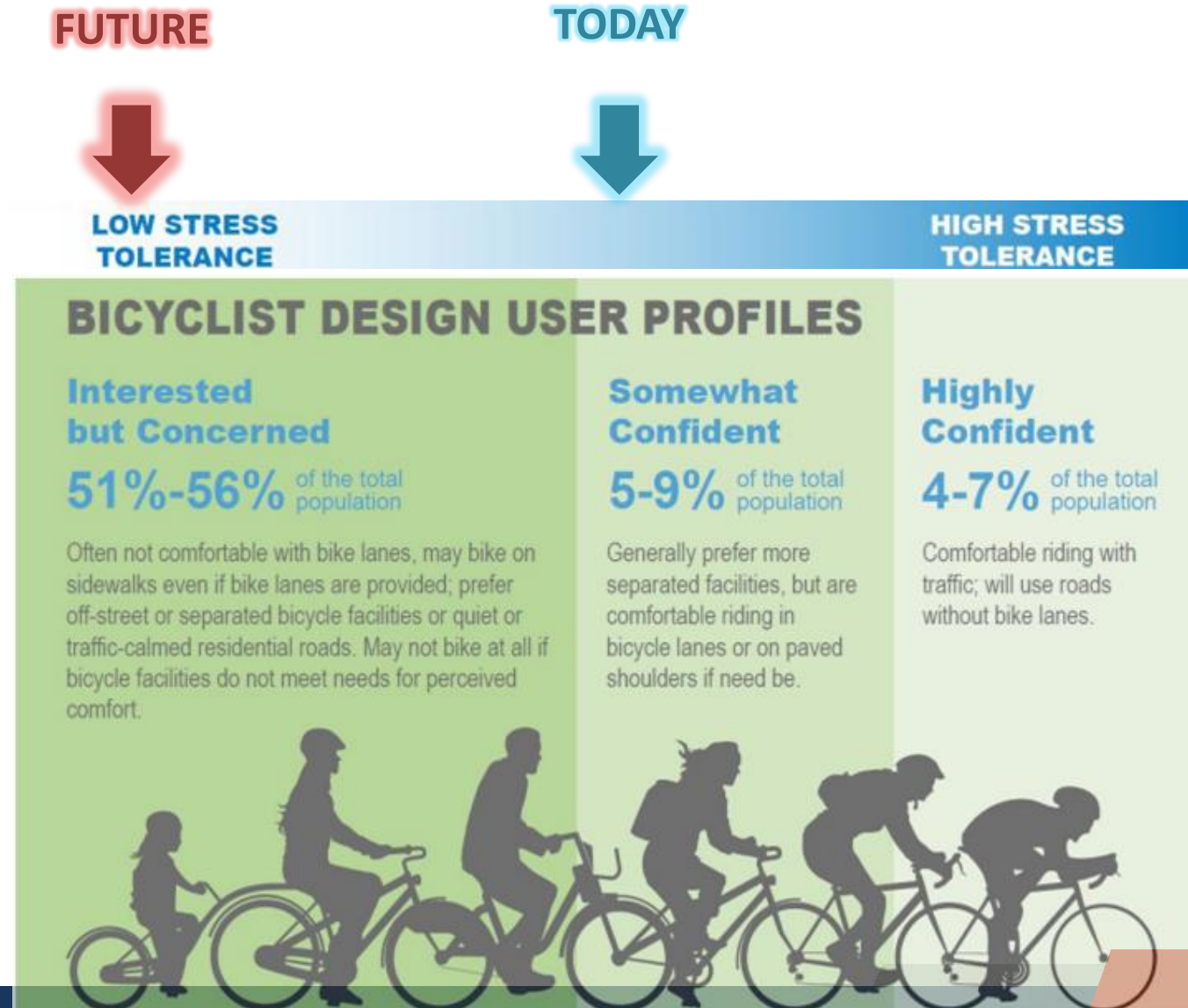
## Safe Routes to School

- Building Safe Routes

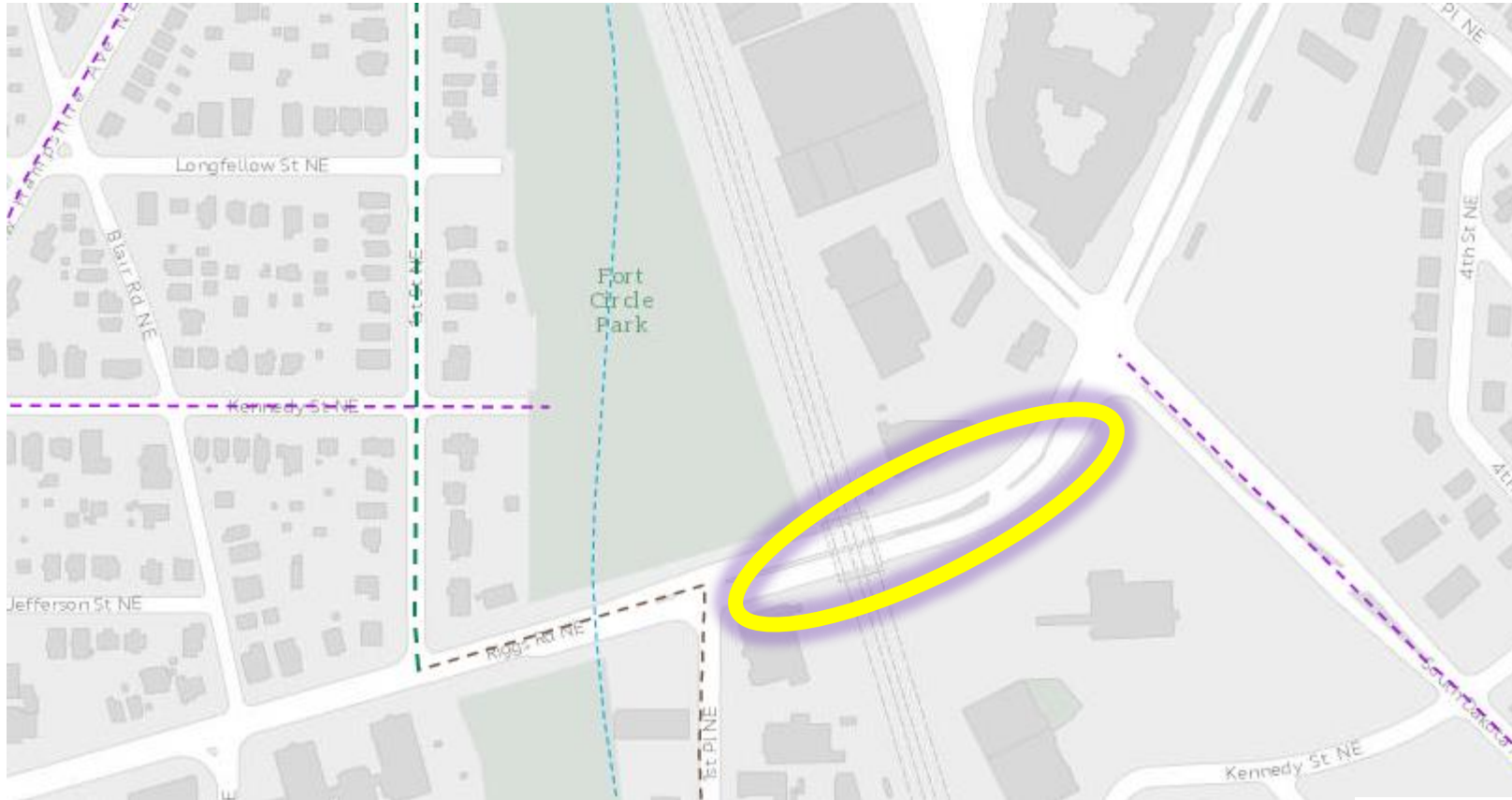




# Why protected lanes?



# MoveDC 2021 Update



**move dc**





# Strong Track Record of Successful Projects

## Cycletracks:

- 15<sup>th</sup> St NW
- Virginia Ave NW
- Irving St NW
- G St NW
- K St NW
- Pennsylvania Ave NW
- Brentwood Parkway NE
- 4<sup>th</sup> St NE
- 2<sup>nd</sup> St SW
- P St SW
- Potomac St SW
- Maine Ave SW



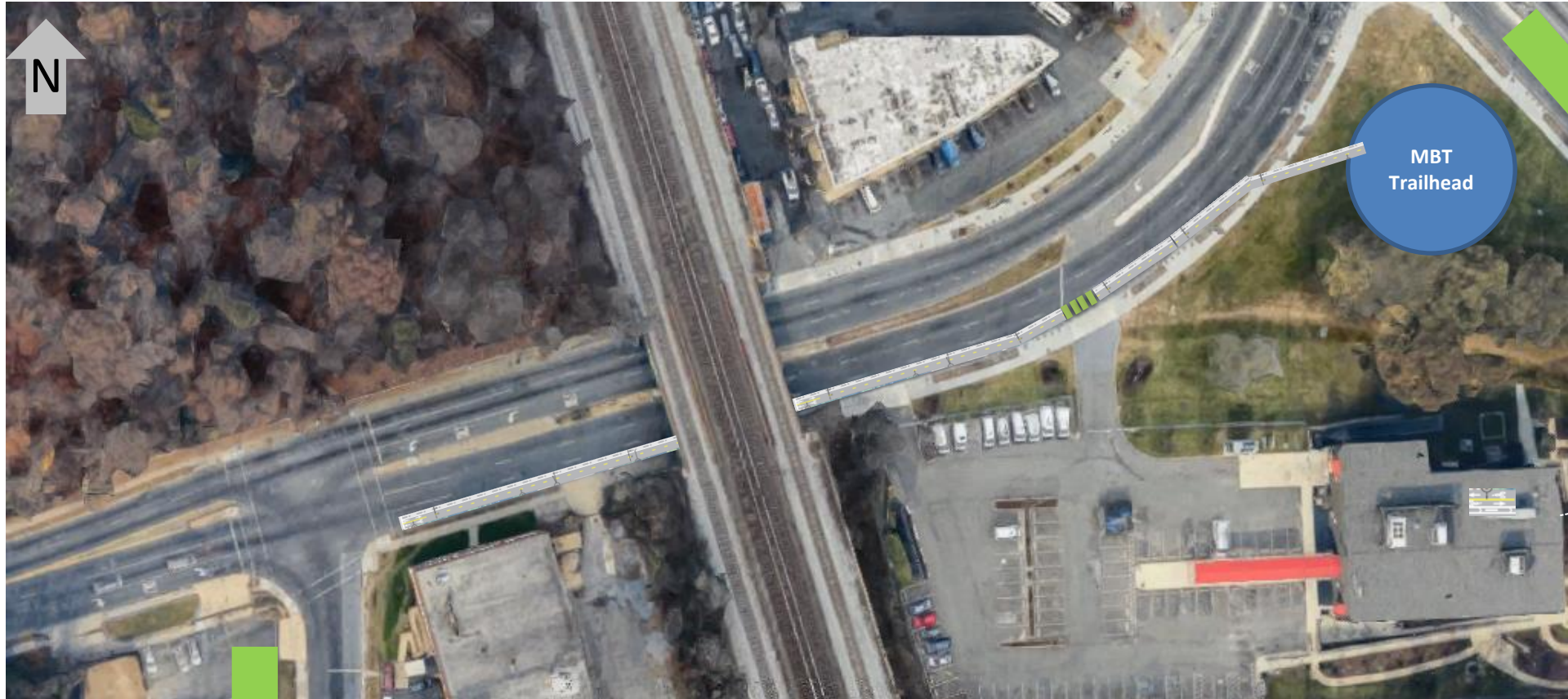


## Shifting Space Allocation for fairness & to encourage non-auto travel





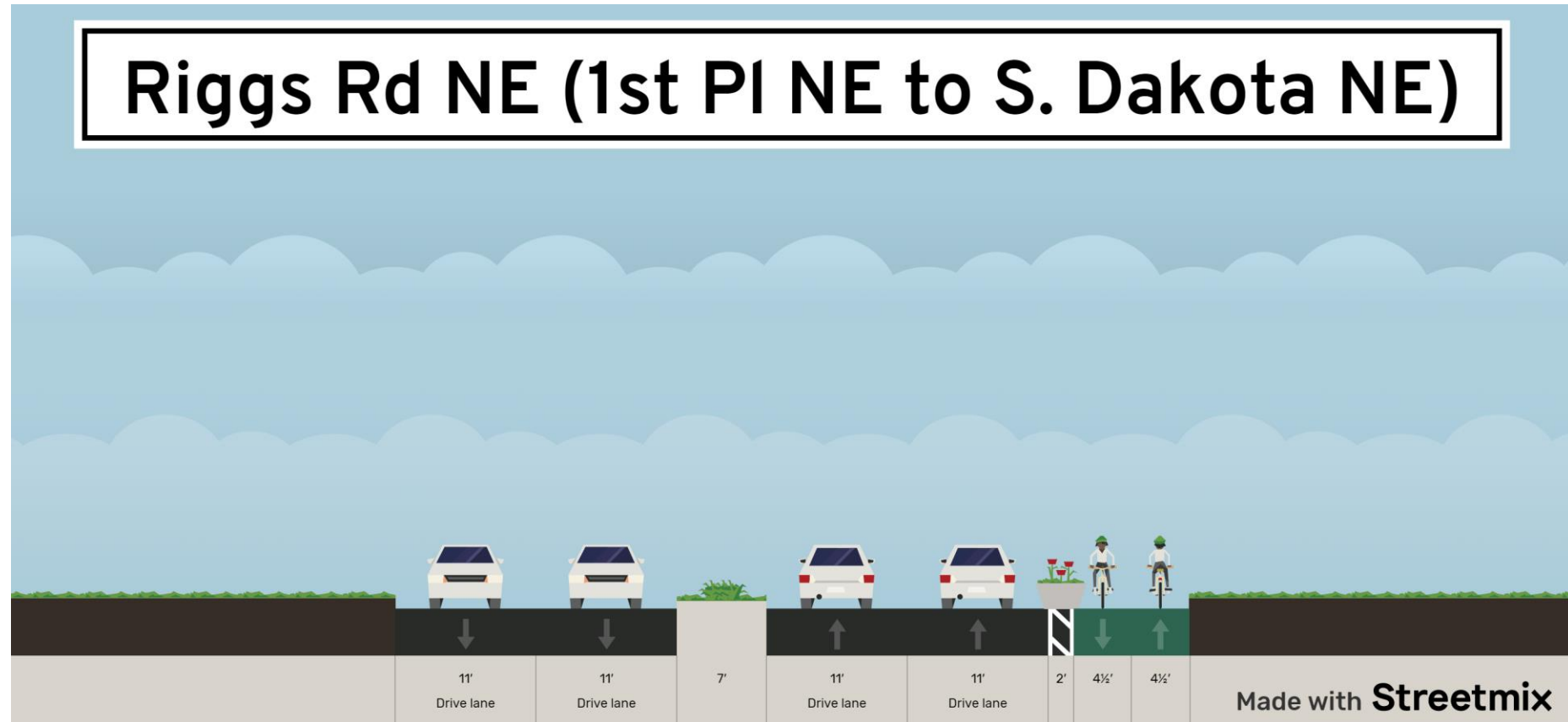
## Riggs Rd NE, 1<sup>st</sup> Place NE to South Dakota Ave NE



Existing Metropolitan  
Branch Trail (MBT) ends on  
1<sup>st</sup> Place NE

Future Planned Bike  
Facilities on South  
Dakota Ave NE

## Riggs Rd NE, 1<sup>st</sup> Place NE to South Dakota Ave NE





## Example: Brentwood Parkway NE & Mount Olivet Road NE



# Big Picture

Necessary facility for bicycle network in NE

Similar facilities in the District make the case for adapting our roadways to include major bike facilities

What elements does the community think are important at this stage, and want to see incorporated or changed?





# Contact Information

Please reach out with any comments or questions:

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# District Department of Transportation

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