

Bicycle Infrastructure in DC

Build It and They Will Ride

d.



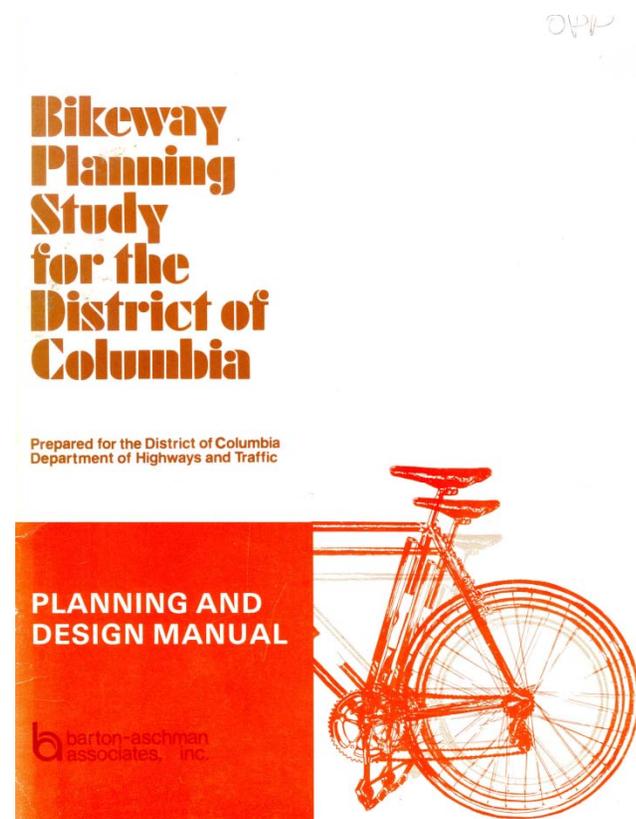
National Building Museum

May 2011

DC History

Year 2000:

- No Bike/Ped coordinator for 10 years
- Old (1978) Bike Plan
- 3 miles of bike lanes



First Steps

- “Call To Action” report (WABA)
- Summit at the National Building Museum (fall 2000) with Mayor Anthony Williams (five promises)
- Bike coordinator hired in 2001



- New Bicycle Master Plan in 2005

DISTRICT of COLUMBIA
BICYCLE MASTER PLAN



d.
District Department of Transportation
April 2005



Bike Lanes

- 50 miles

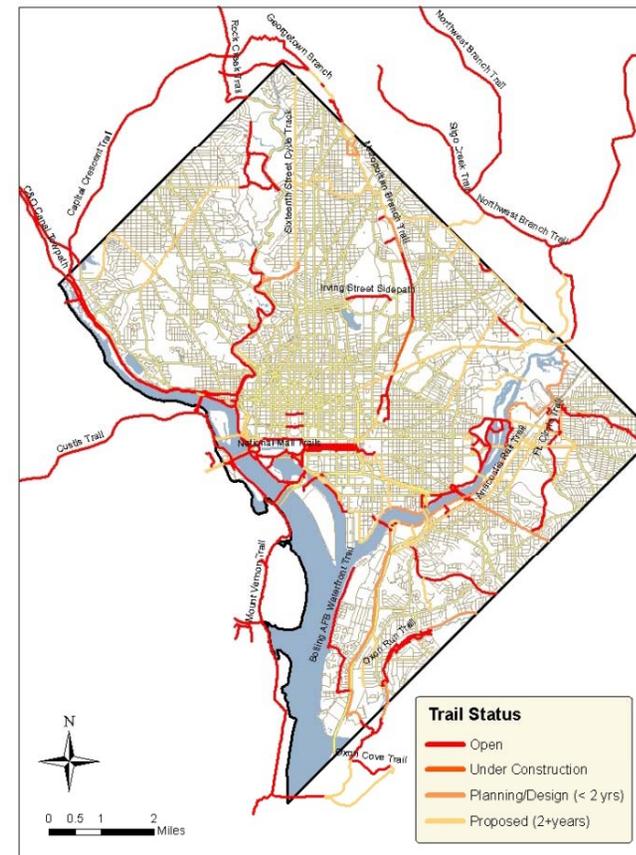


Trails

- About 50 miles in place
- 10 miles constructed since 2001
- 15 more in planning, design, or construction



District Trail Status Map (April 2009)



Parking

- 100+ racks/year
- Union Station Bike Station
- BikeBrand your Biz
- Artistic Racks
- Requiring racks in zoning code
- Assistance



did you know? ?

Bicycle parking is required in all office buildings in DC with car parking?

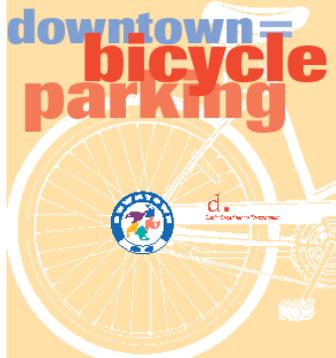
At least five percent of all parking must be for bikes?

Bicycle parking must be convenient, clean, secure, and well lit?

Signs must be posted stating where bicycle parking spaces are located in each building or structure?

secure
attractive
convenient
clean
efficient

downtown = bicycle parking



Bike Sharing

Launched first US
program in 2008



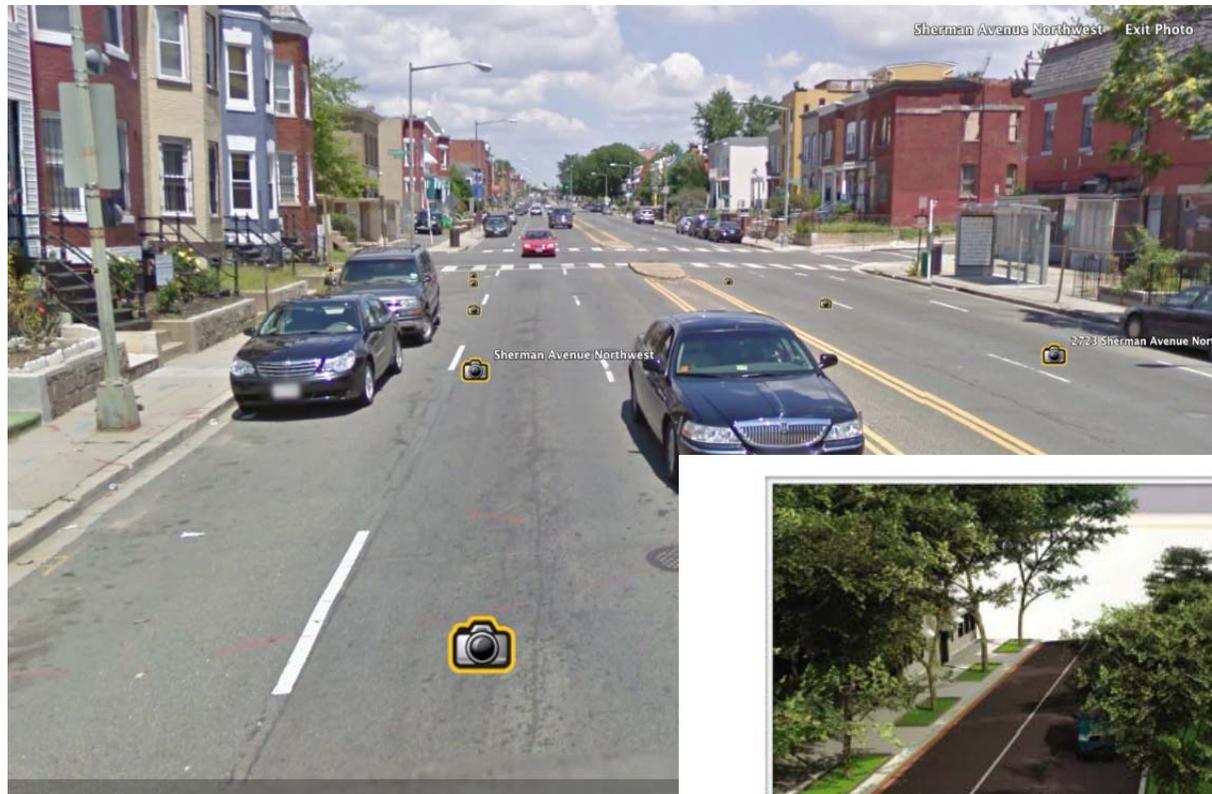
Launched largest US
system in
September 2010



Innovative Lanes: Pennsylvania Avenue, 15th Street



Integrating with larger projects



Connection with Transit

- Bicycling to metro stations (“mode of access”) increased **60%** between 2002 and 2007
- 67% said they would consider biking to metro instead of driving if certain changes were made



BENEFITS

of building bicycle infrastructure

- Environmental
- Economic
- Health

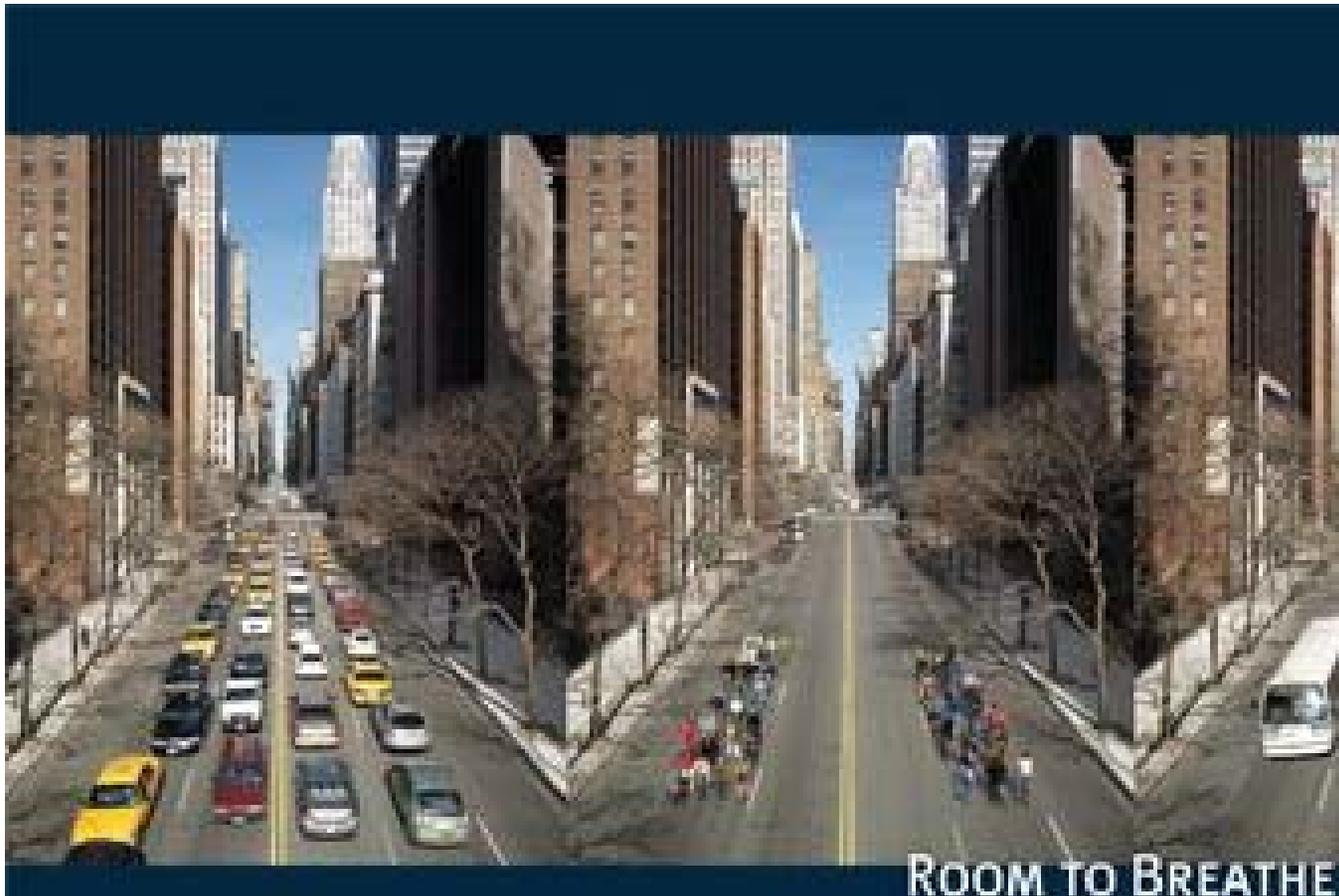


Emissions

- Cycling 8 miles rather than driving prevents 15 pounds of air pollutants



Congestion



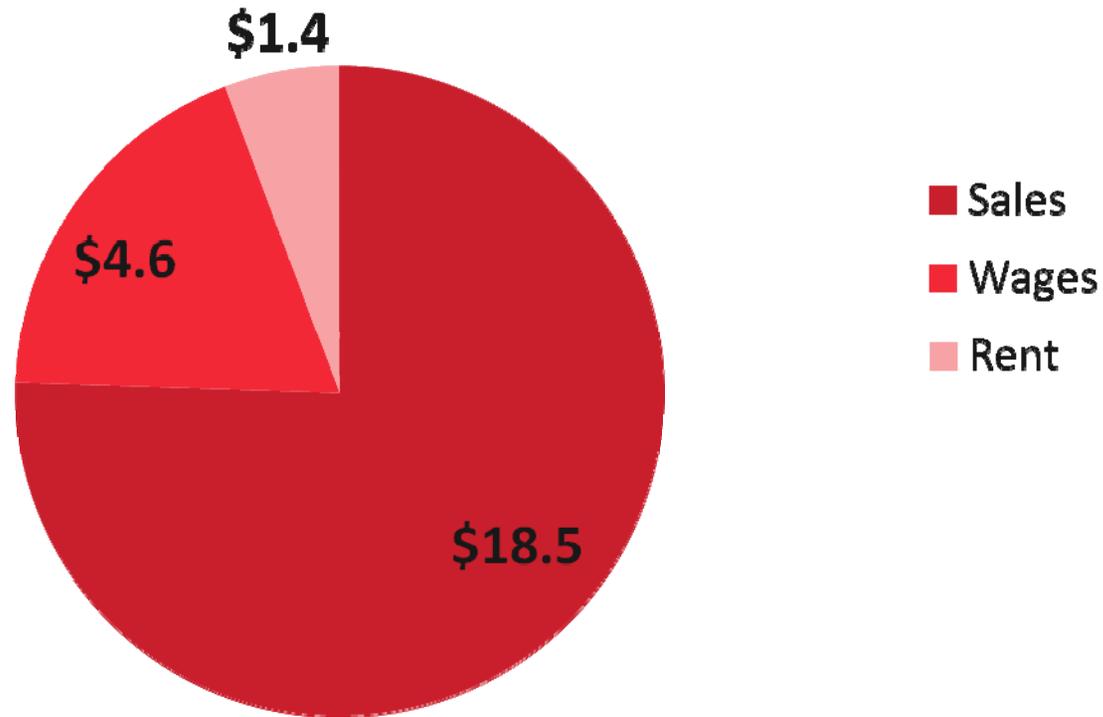
Economic

- **Jobs** created by per \$1 million spent:
 - Bike/Ped projects: 11-14 jobs
 - (Road projects: 7 jobs)



Economic

Bicycle Retail Industry Spending in DC \$24 million



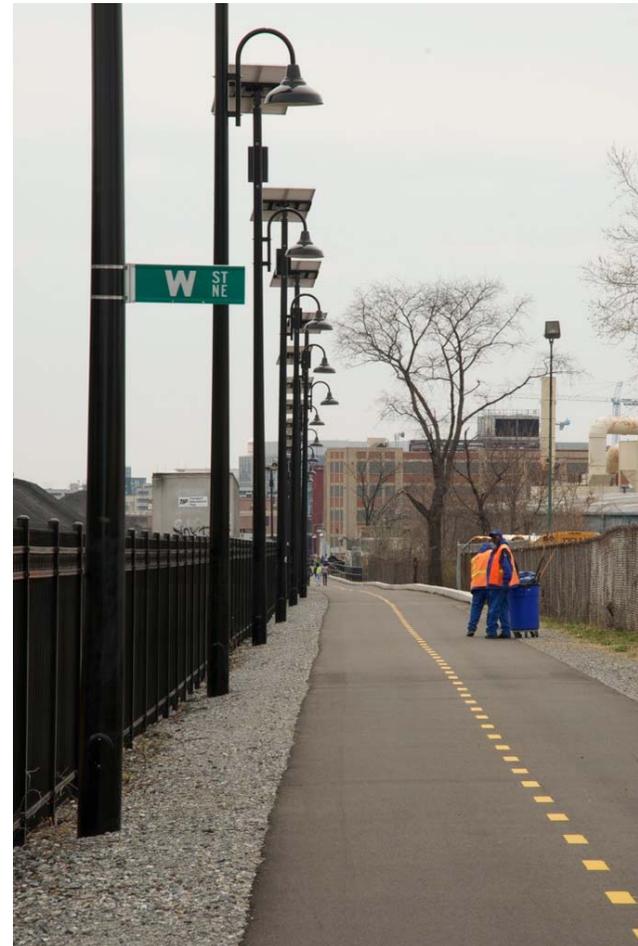
Economic

- 10+ bicycles (customers) fit in the space of one car



Economic

- New businesses
- Increased property values
- Met Branch
- 14th Street



Community Building



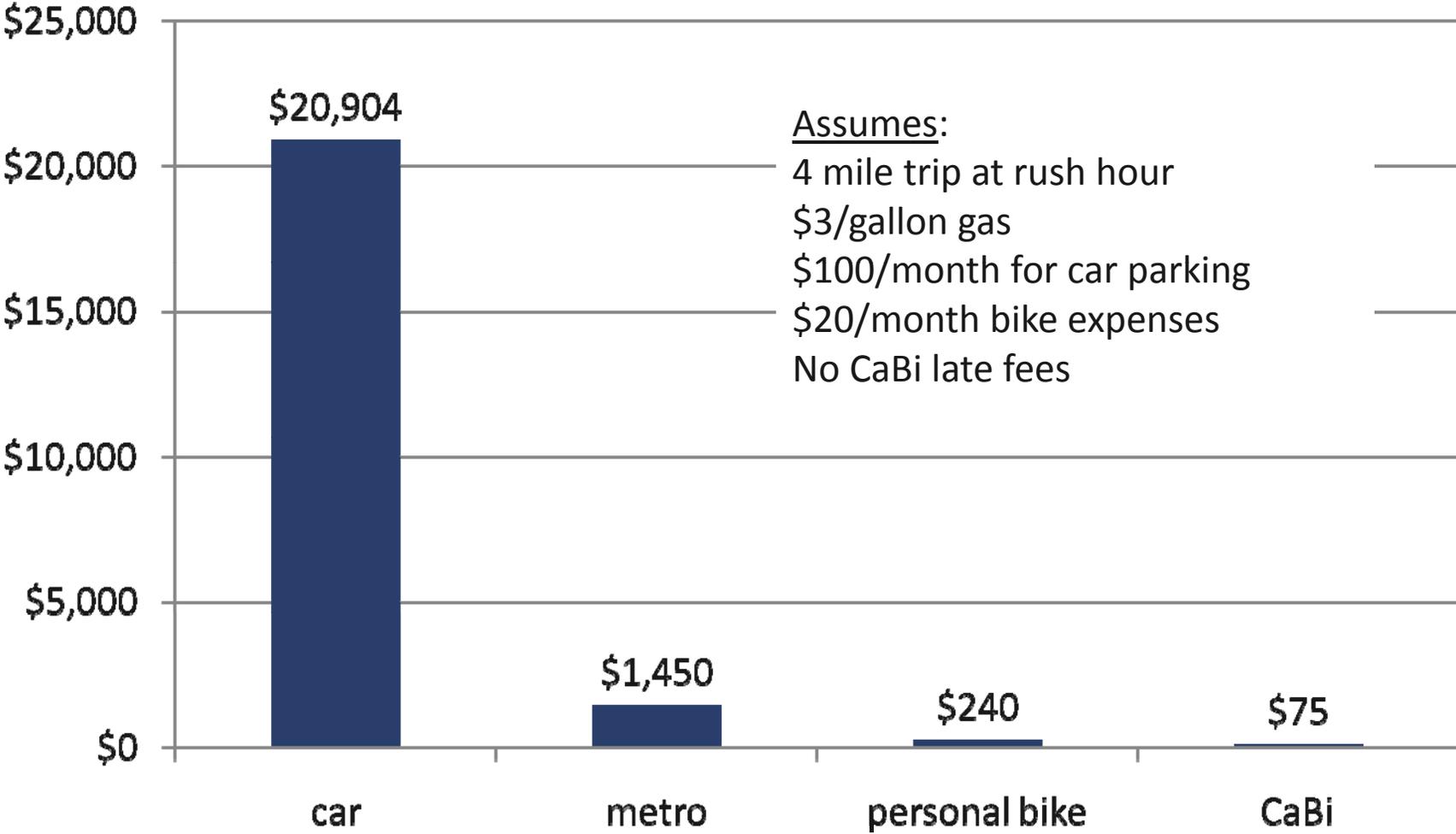
Health

- 55% of DC residents are overweight or obese.
- Bicycling (*leisurely*) burns over 300 calories/hour



Personal Finance

Cost for one year of commuting:



Safety

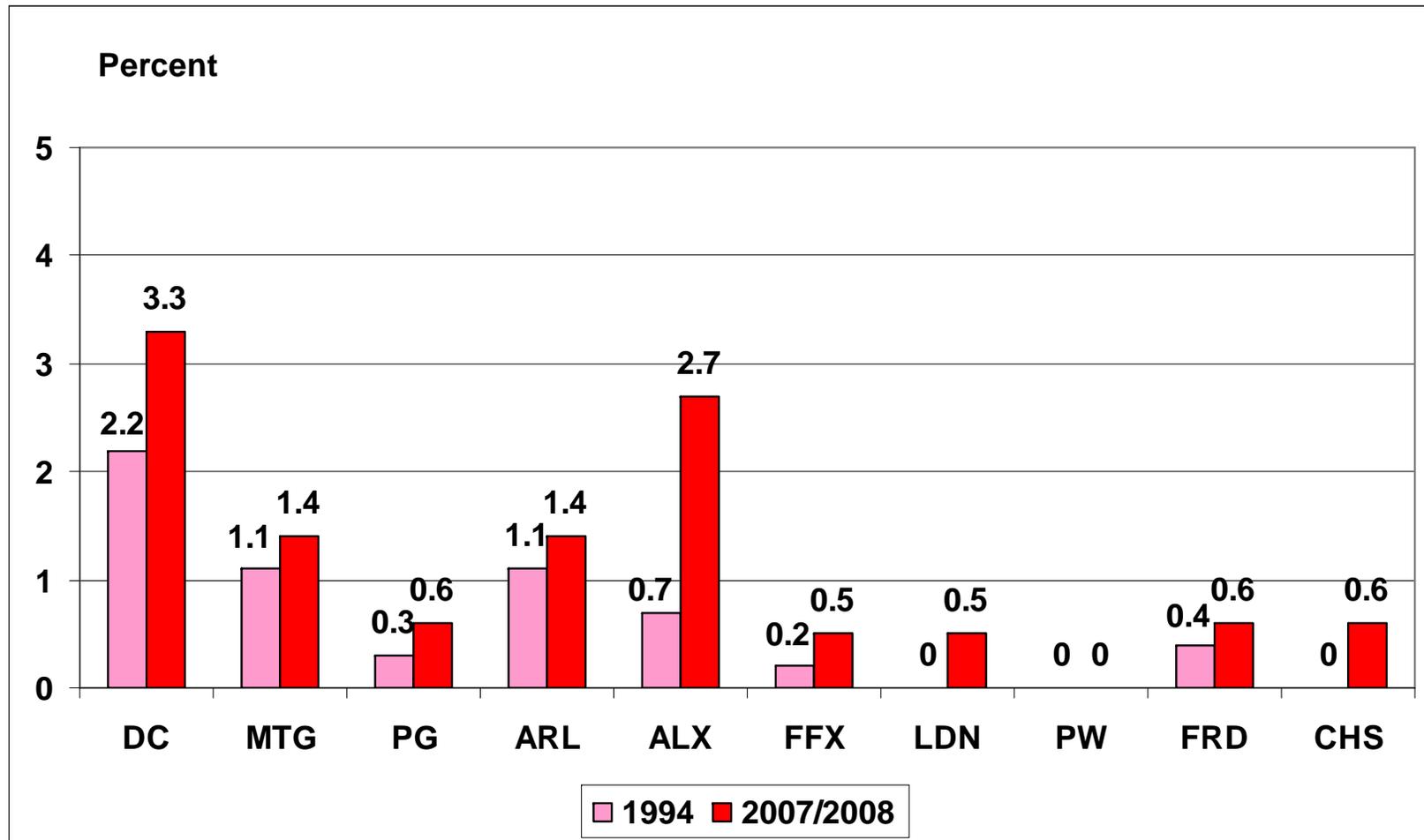
- Bike facilities can reduce crashes of all types
- On New York City cycletracks:
 - Injuries to all street users down 56%
 - Reported crashes down 48%
 - Injuries to pedestrians down 29%
 - Injuries to cyclists down 57%



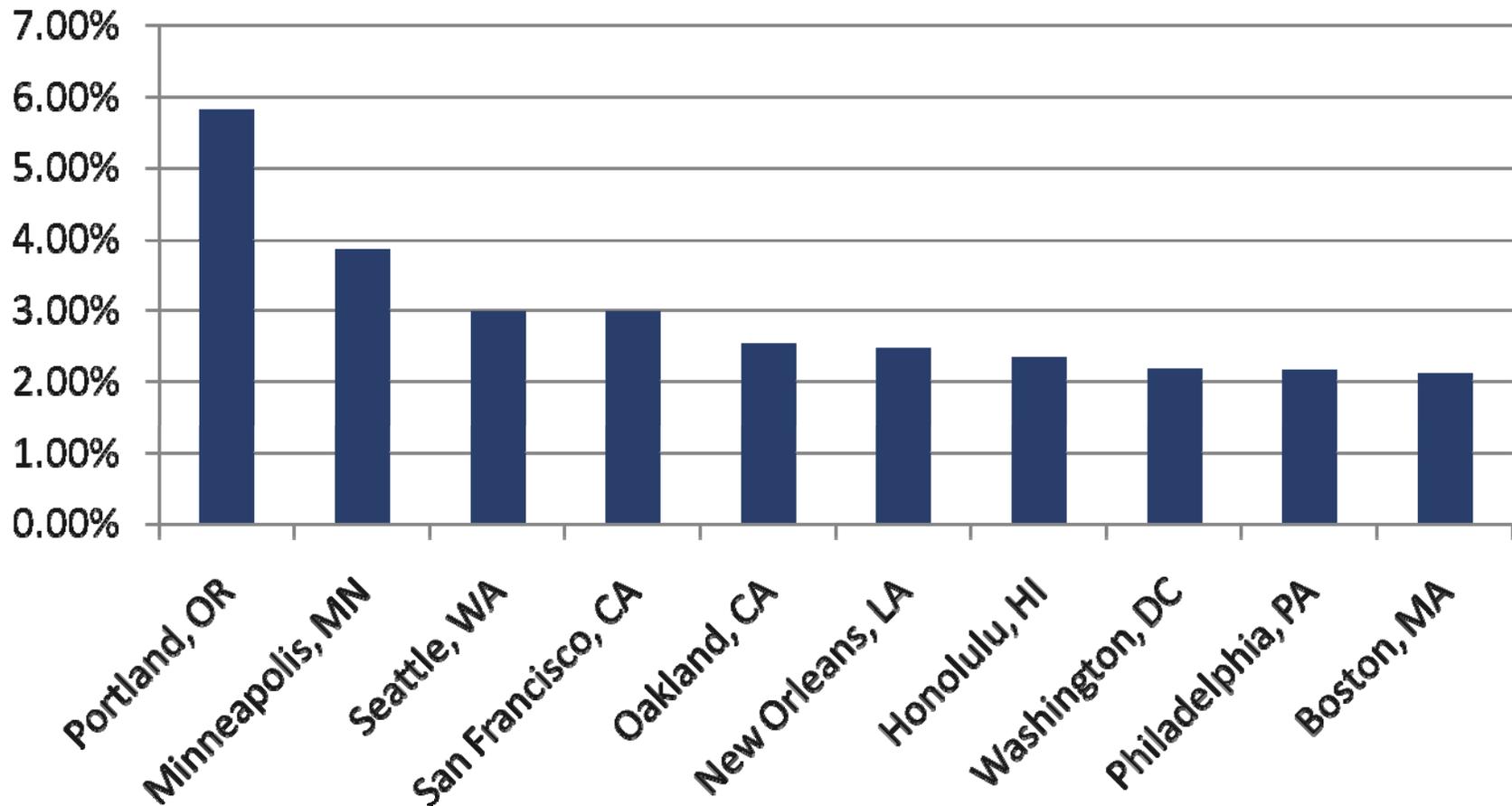
Results



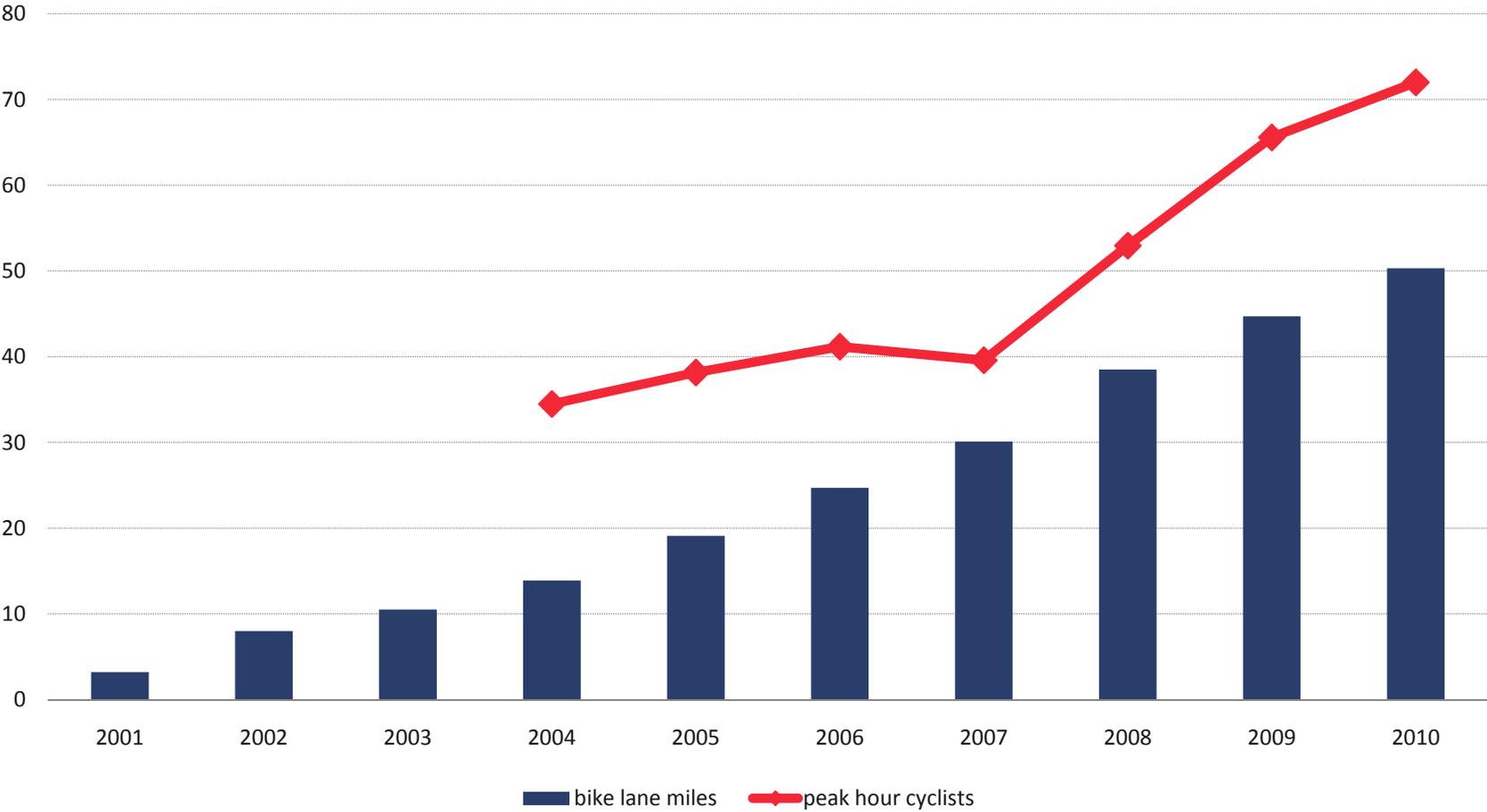
Bike Commuting Share by Jurisdiction of Residence (1994 – 2007/2008, MWCOCG)



Bike Commuting Rates 2009 (American Community Survey)

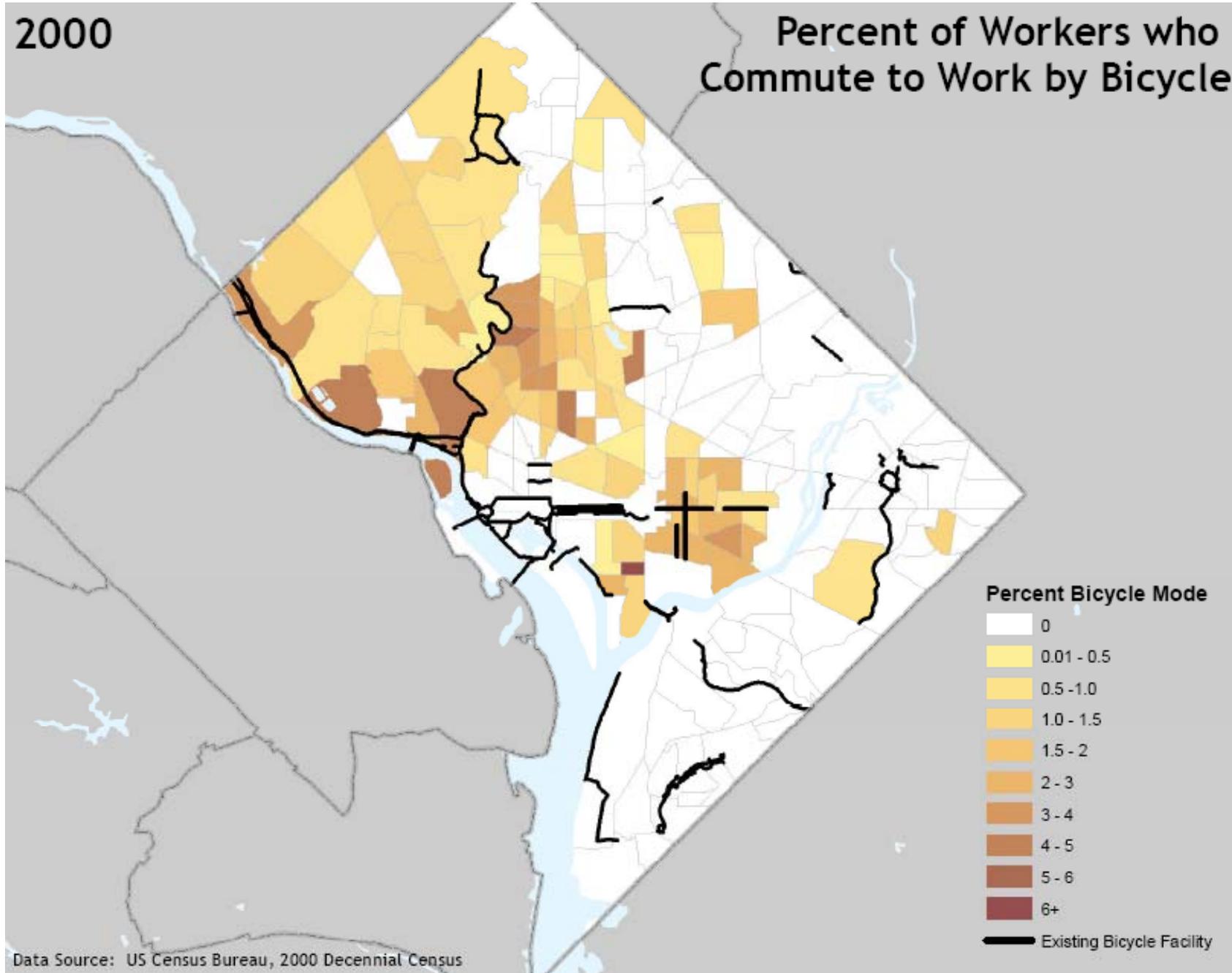


Build it and they will come



2000

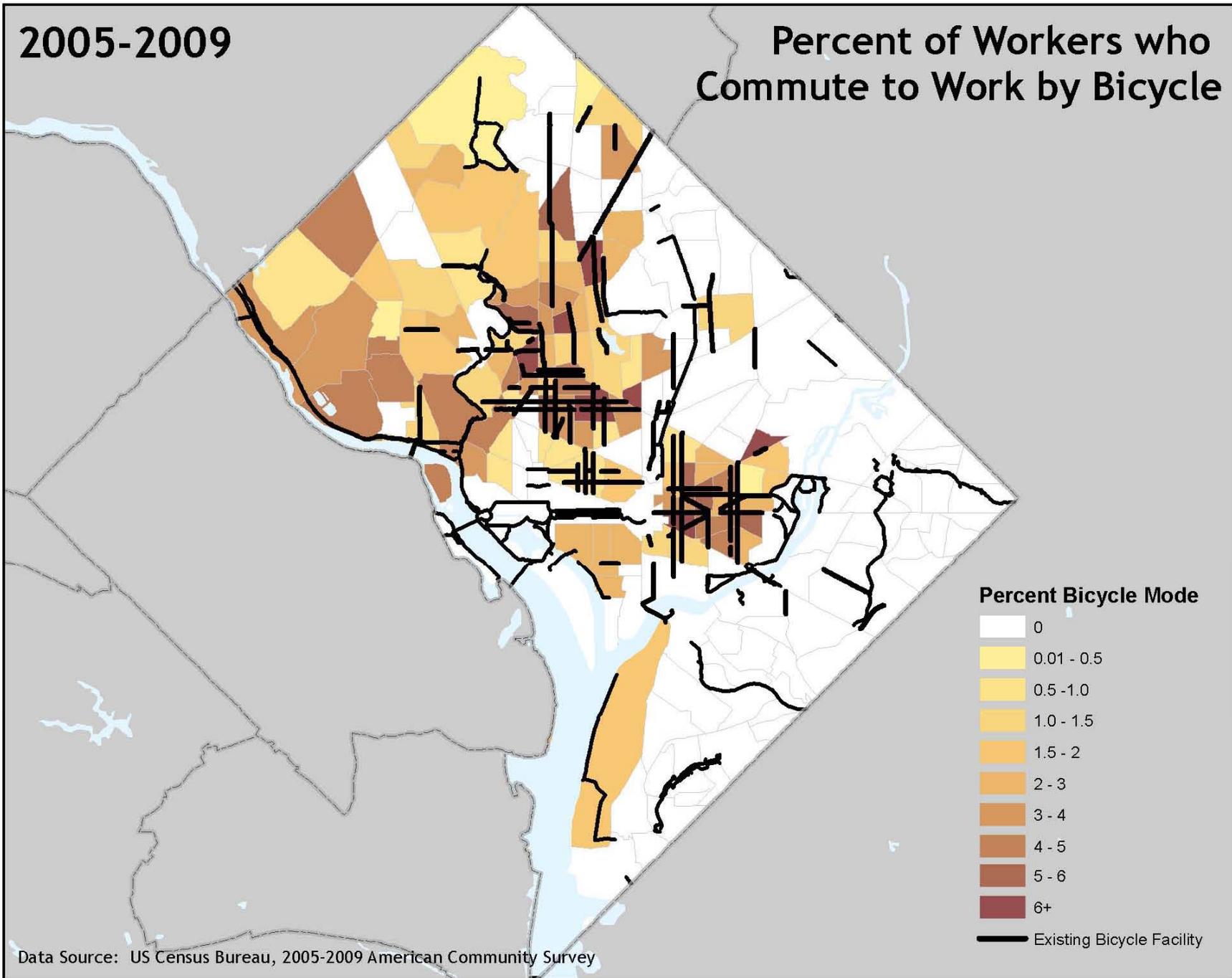
Percent of Workers who Commute to Work by Bicycle



Data Source: US Census Bureau, 2000 Decennial Census

2005-2009

Percent of Workers who Commute to Work by Bicycle

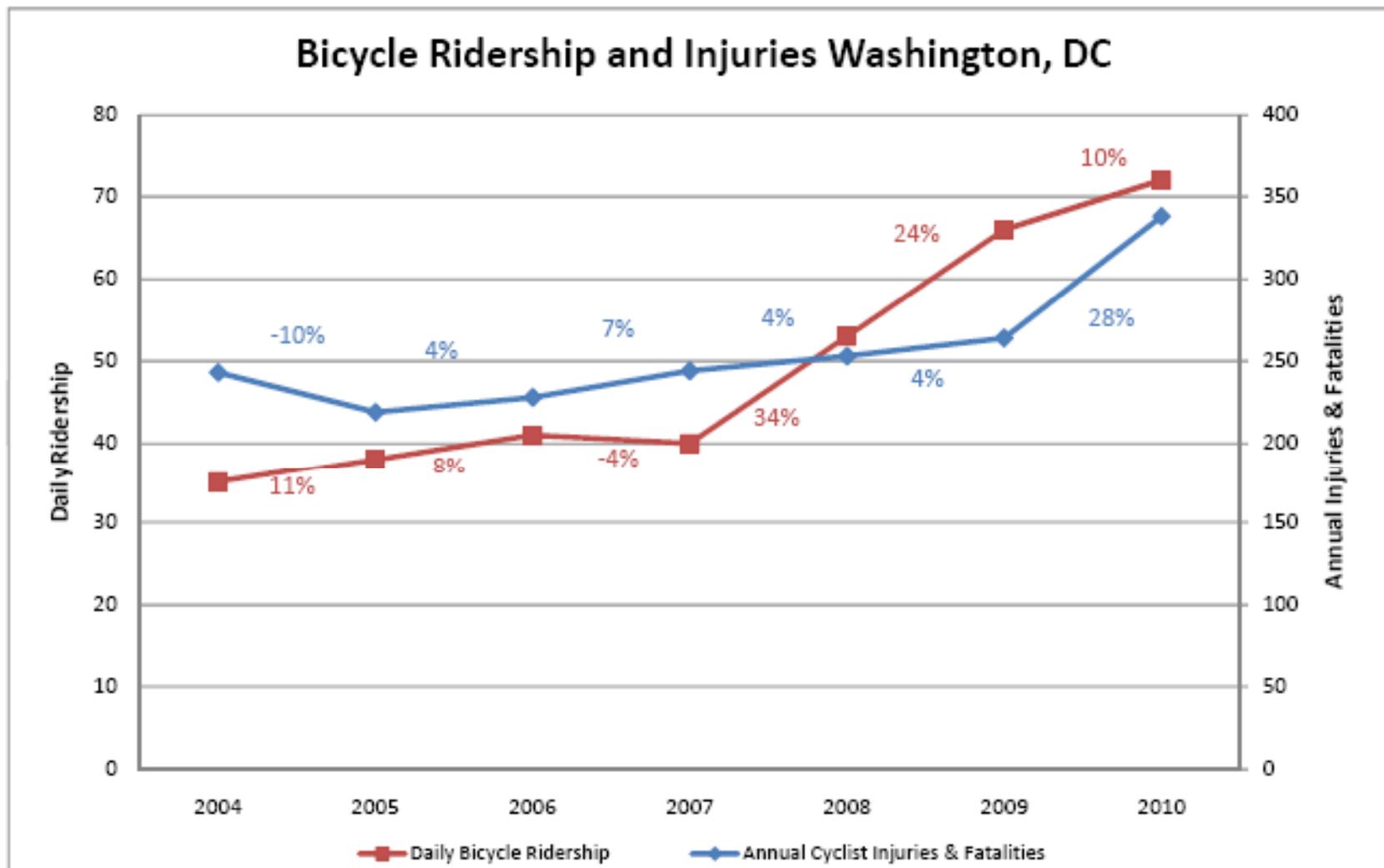


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Safety

Bicycle ridership data is the average peak hour count of cyclists at 19 locations.



Infrastructure for the Next 10 years

- Cycletracks
- Bicycle Boulevards
- Bike Lanes
- Trails
 - Anacostia
 - Met Branch
 - Oxon Run
 - South Capital Street
 - Rock Creek
- Bike Parking
- Bikestations
- Bikesharing
- Bike Plan Update

