

# DISTRICT DEPARTMENT OF TRANSPORTATION

## *Strategic Bikeways Plan Public Workshop*



# Project Background

- The *Strategic Bikeways Plan* will establish the District's priorities for the future development of bikeways.
- This plan will build on moveDC goals and recommend updates to goals, strategies, and performance measures. It will also include a 5-year project work plan to help move toward a safe, connected, and equitable bikeway network for residents of all ages and abilities and for all eight wards in the District of Columbia.
- The plan will establish the criteria that DDOT will use to prioritize future network expansion, completion, and strengthening, and will result in a prioritized and implementable work plan for Fiscal Year 2026 – Fiscal Year 2030.



# Planning Goals and Outcomes



Refine and update the **moveDC Bicycle Priority Network** to determine DDOT's focus over the next five years and to inform the modal priorities in the upcoming moveDC updates.



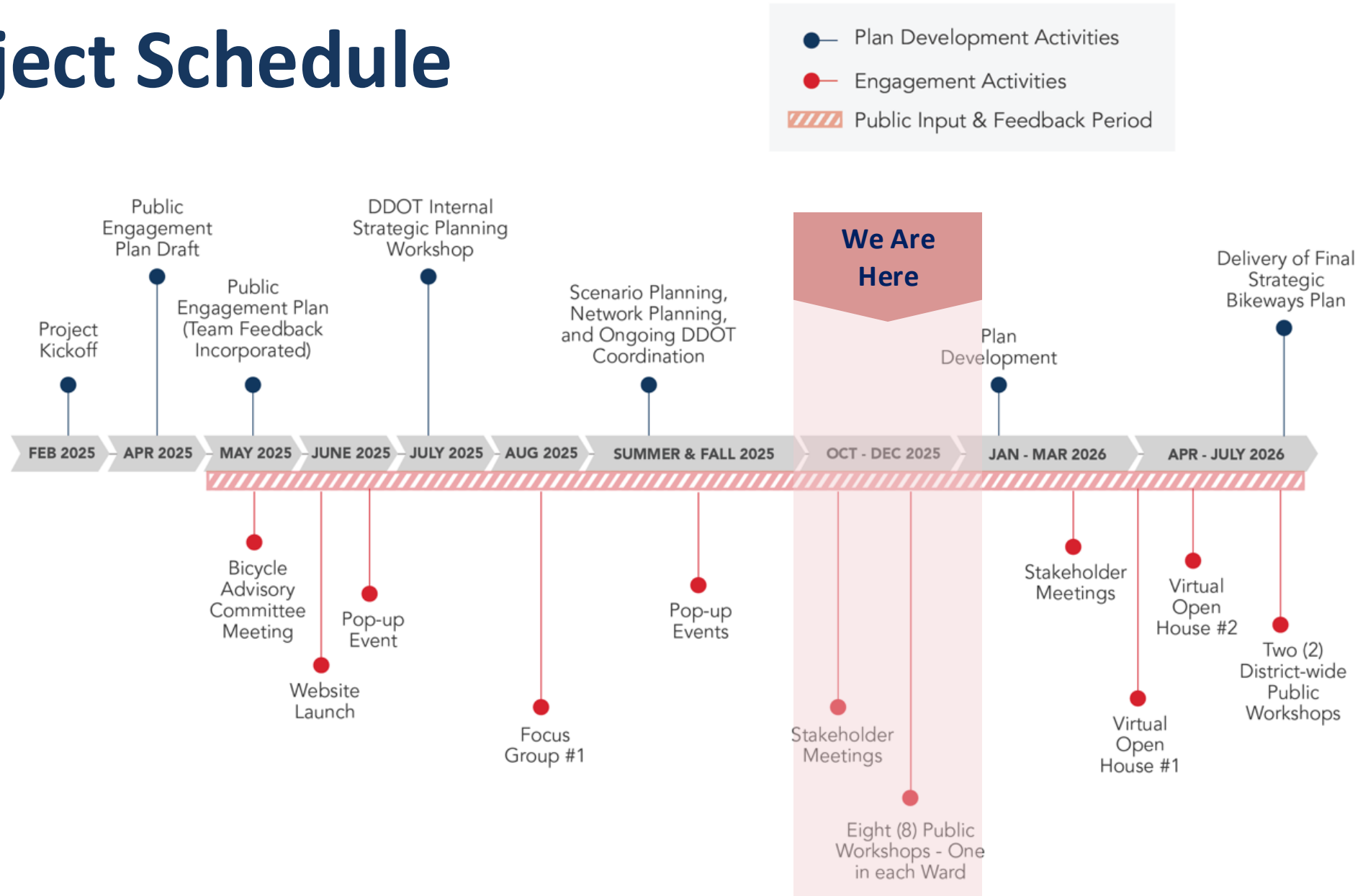
Use data to **identify gaps and missing connections** and reflect community needs.



Develop a **transparent five year-bikeways work plan**.



# Project Schedule





# Public Engagement Activities



This represents all completed and planned public engagement activities during the full Strategic Bikeways Planning process.



# Community Participation to Date

TOUCH  
POINTS

1,585



64  
COMMENT  
CARDS



758

SURVEYS  
COMPLETED



444  
FACT SHEETS  
CIRCULATED









H Street  
Festival  
September  
20, 2025



Adams  
Morgan Day  
September  
13, 2025





# Focus Group #1

Focus Group #1 took place in Summer 2025 with a group of DC residents from across all eight wards that identified as “interested but concerned” bicyclists.

“I want to bike more, but disconnected lanes force me into dangerous traffic. That’s when I put my bike away.”

“New ideas require some sacrifice. If that means fewer parking spaces but safer streets, it’s worth it.”

“I love the progress DC has made with protected bike lanes like Pennsylvania Ave., but the network feels like puzzle pieces that don’t always connect.”

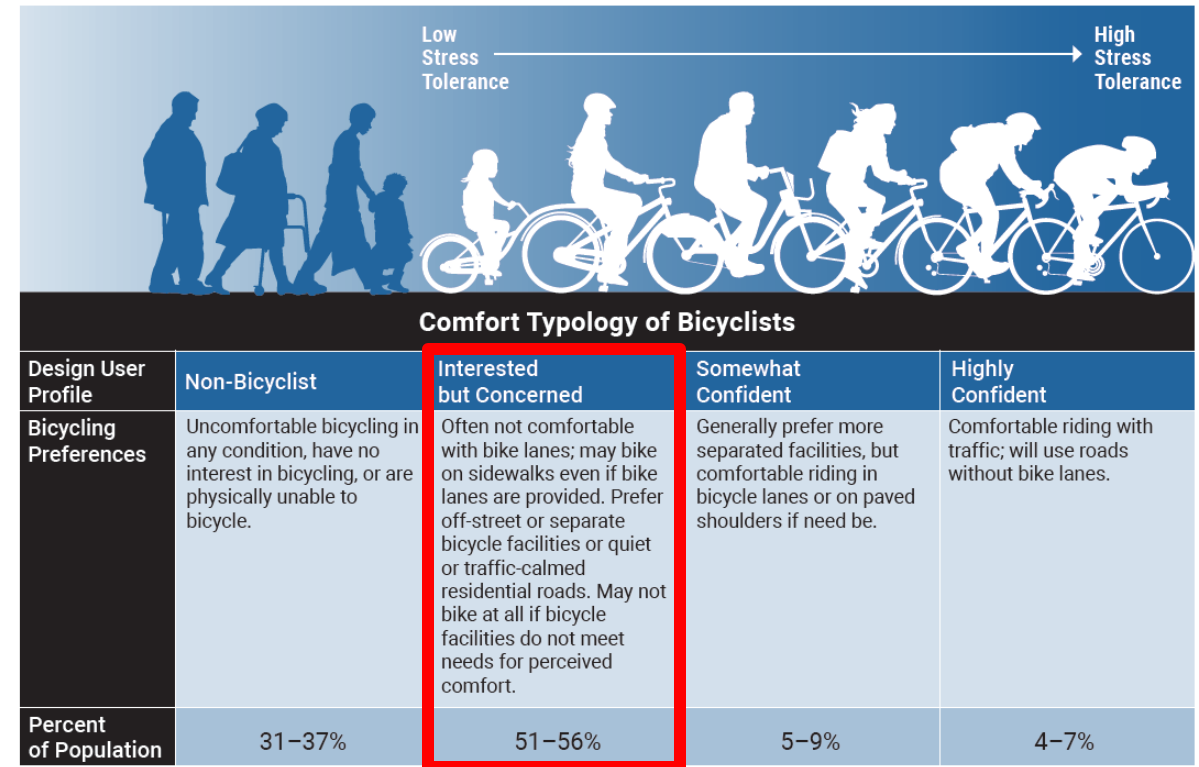
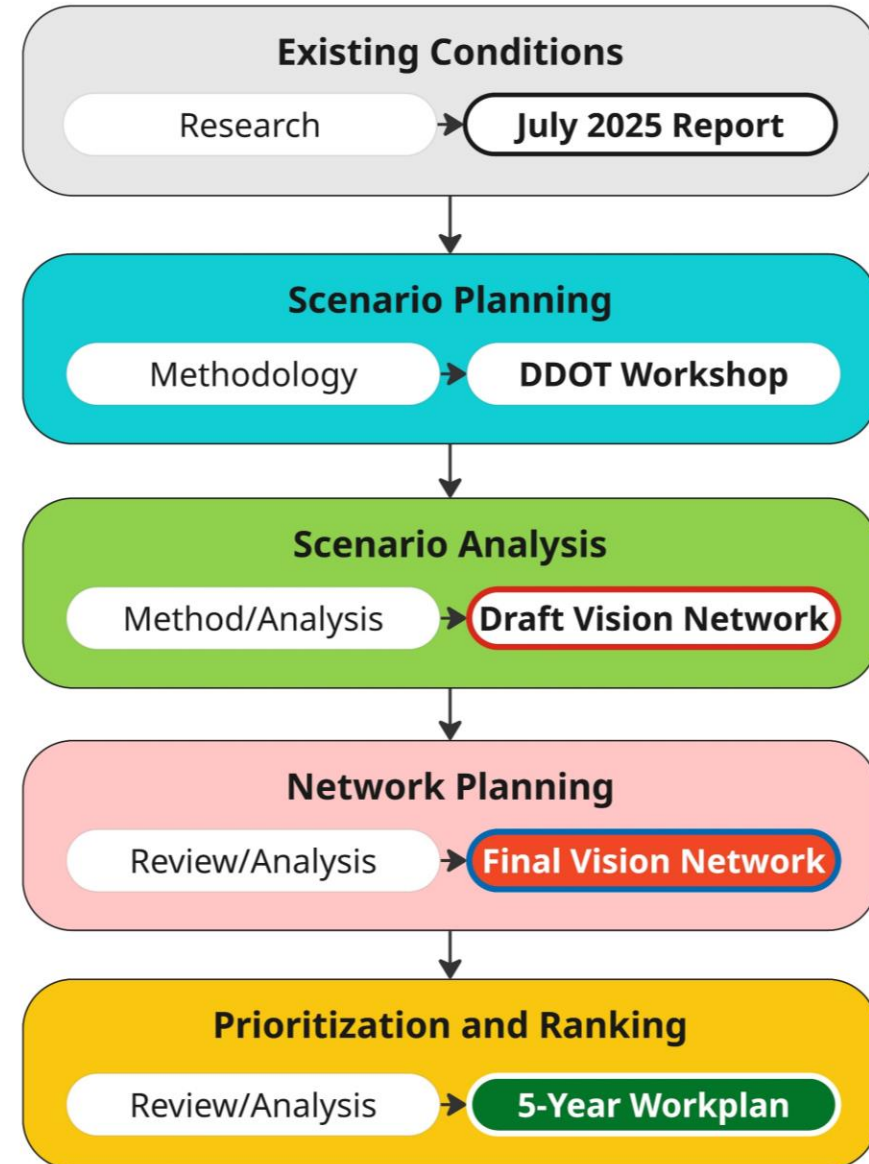


Figure 2-2: Comfort Typology of Bicyclists (See [Chapter 2 References](#): Dill and McNeill, 2016)  
Source: AASHTO *Guide for the Development of Bicycle Facilities*



# Study Process Steps

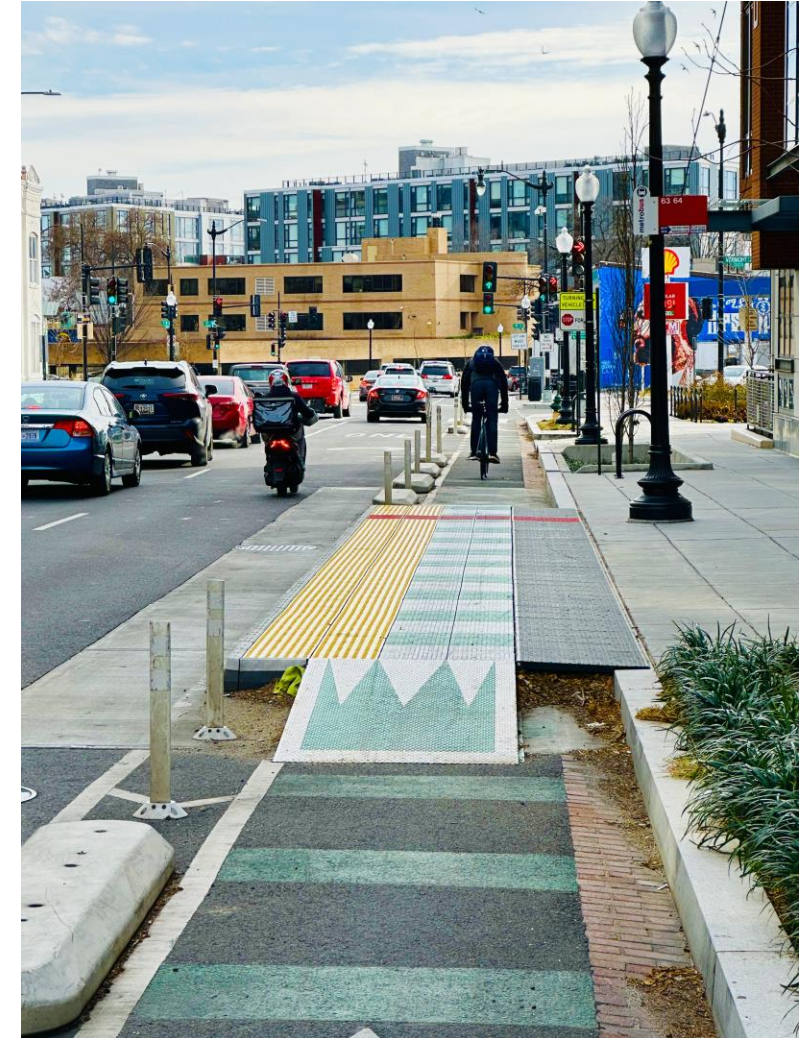
- Existing Conditions
- Scenario Planning
- Scenario Analysis
- Network Planning
- Prioritization and Ranking





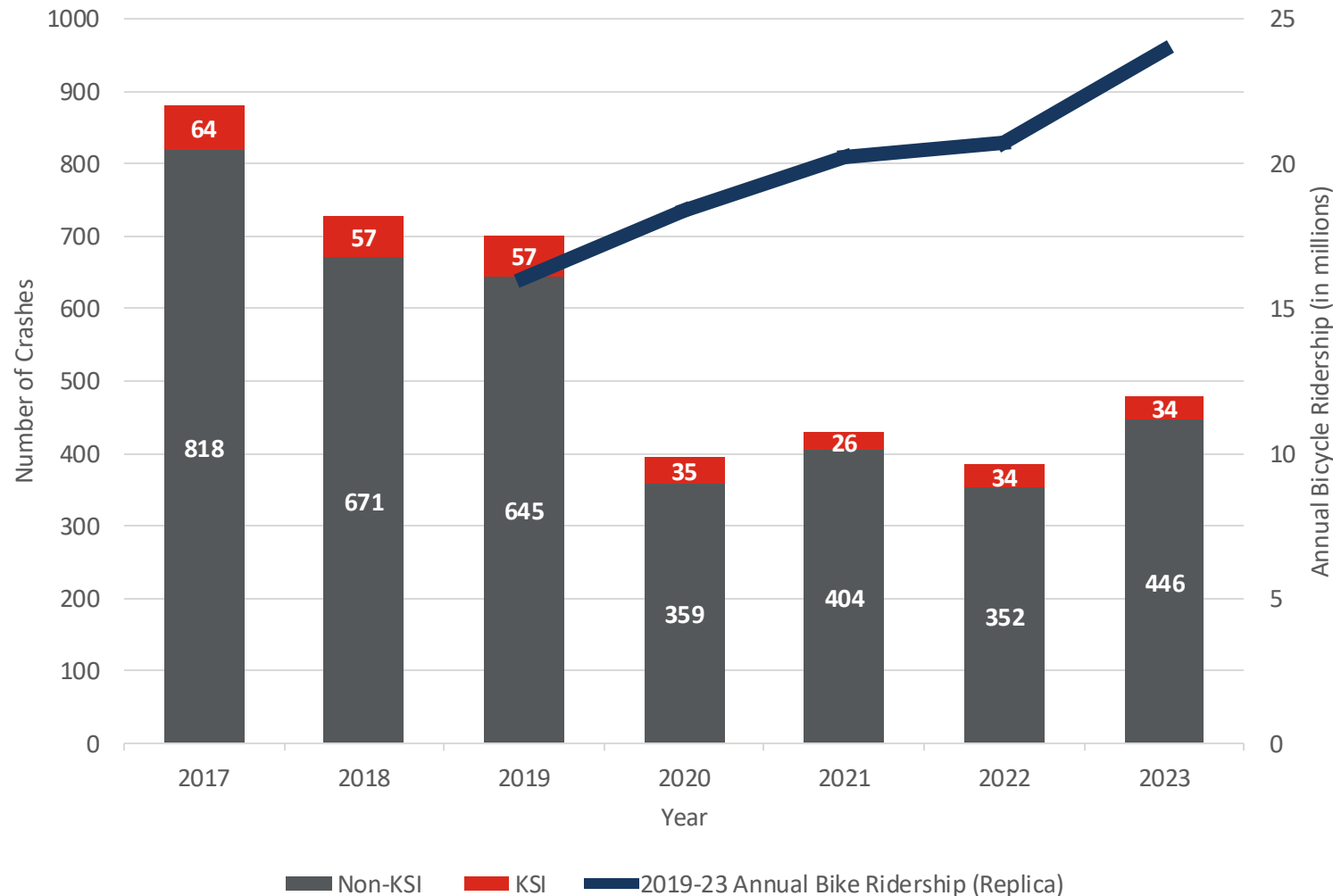
# Existing Conditions Analysis

- DDOT conducted the Strategic Bikeways Plan Existing Conditions Analysis between March 2024 – June 2025.
- The analysis included a study of the state of bicycling in DC; an analysis of bicycle crashes within the District; a study of the existing bikeways network for completeness, connectivity and access to destinations; and three detailed case studies of bikeways installed within the past five years.
- Public engagement related to the Existing Conditions Analysis in 2024 and 2025 included: an ANC Workshop, DDOT Workshop, and two DC Bicycle Advisory Committee Meetings.





# Crashes by Year vs. Annual Bicycle Ridership (2017 – 2023)

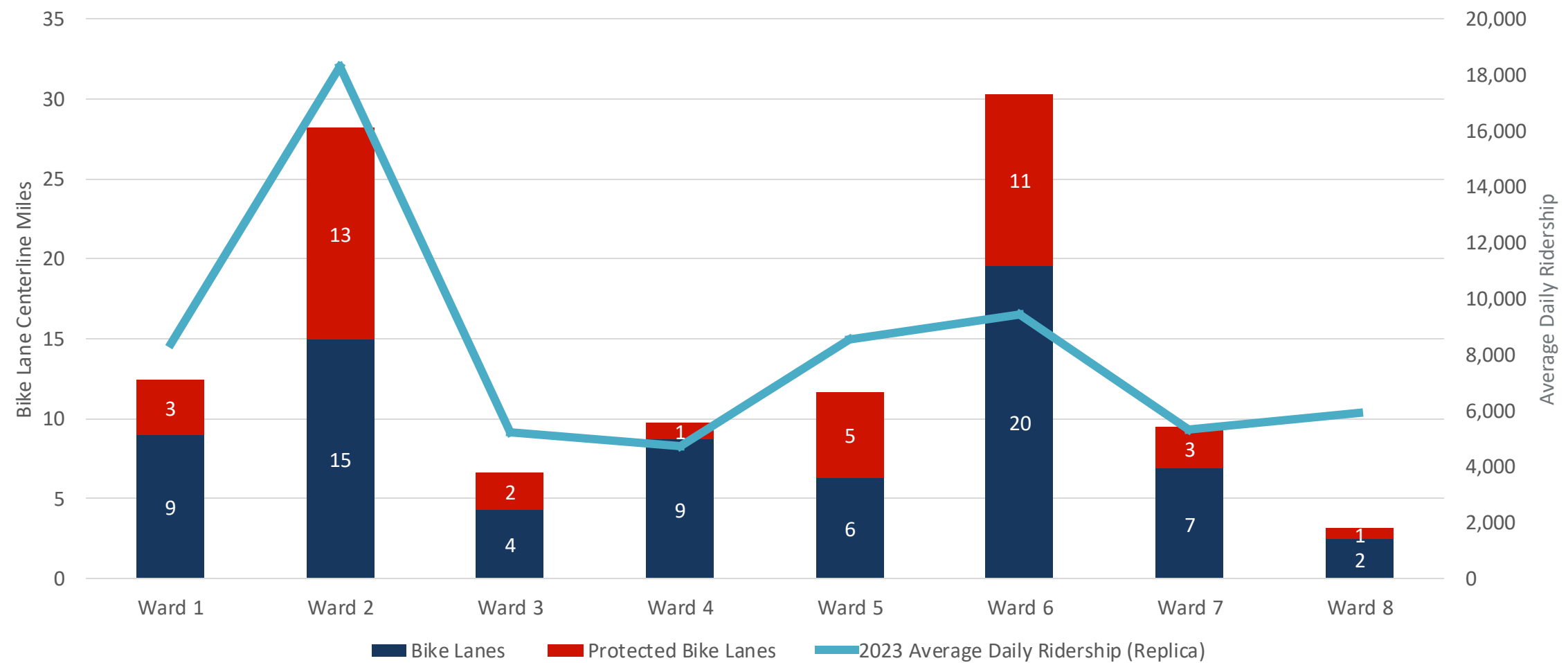


Between 2017 and 2020 crashes **decreased 55%** and remained relatively flat since then despite an increase in bicyclists across the District.

Therefore, bike crash rate **likely lower** now than pre-2020.



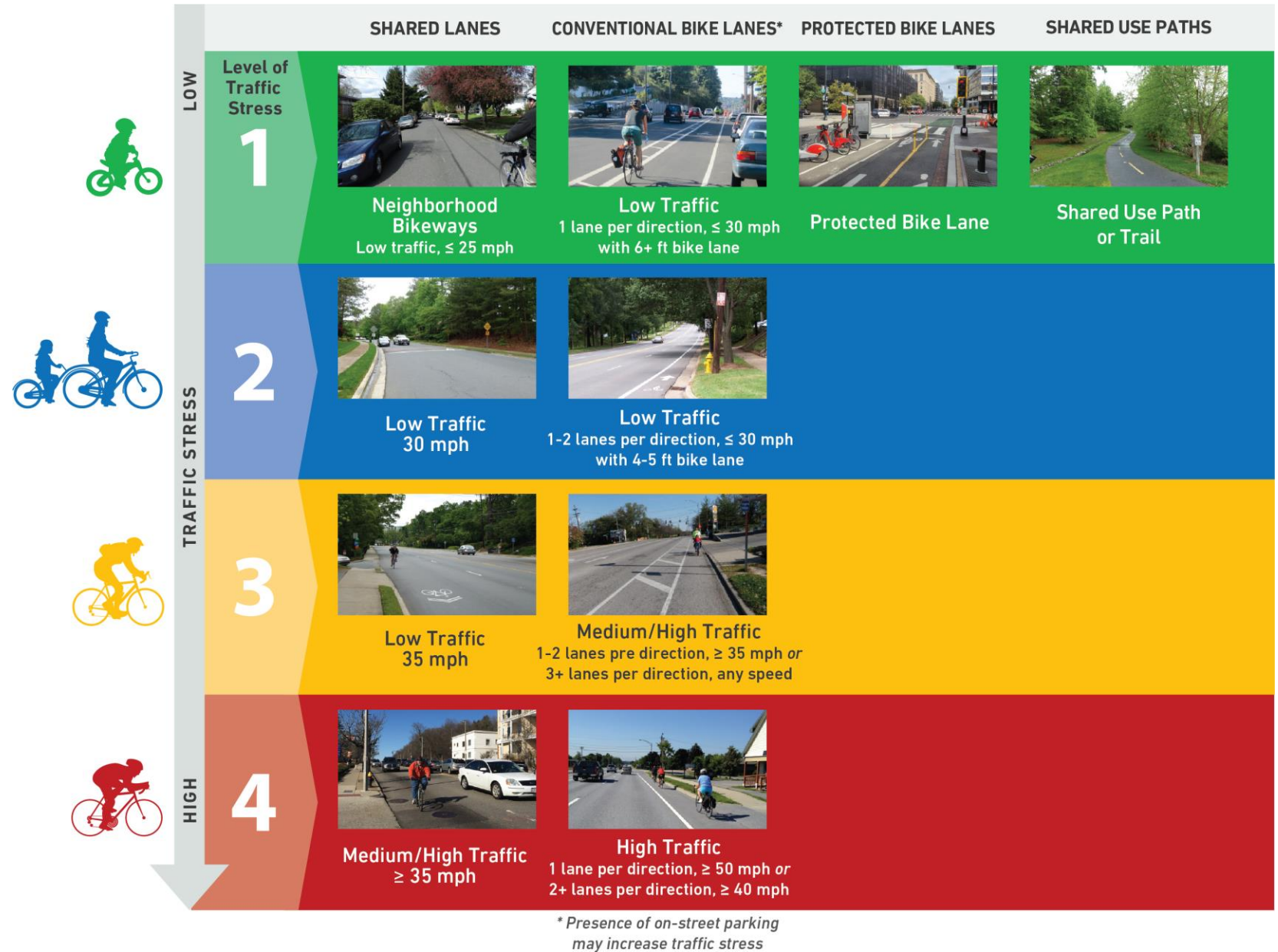
# Bike Lanes Miles and 2023 Average Daily Ridership By Ward





# Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress (LTS) is an industry-standard rating system given to a road segment indicating the traffic stress it imposes on bicyclists. It uses factors such as a type of bicycle facility, traffic speed, volume, width of bike lanes, and presence of parking.



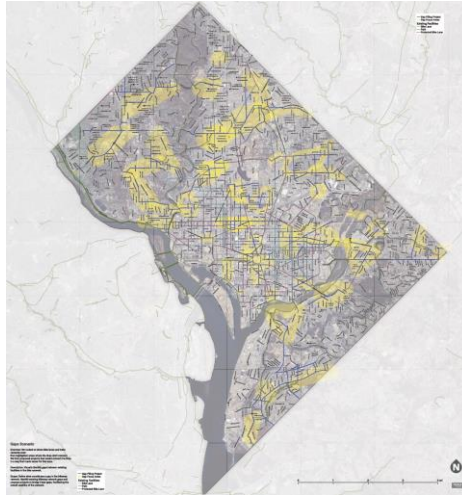


# Scenario Analysis

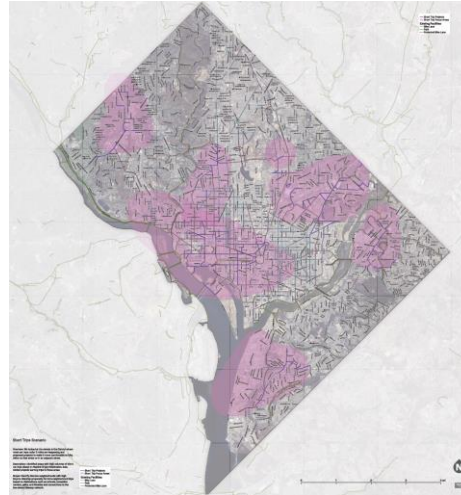
DDOT is conducting a scenario analysis to inform various potential approaches to bicycle network planning and project prioritization.



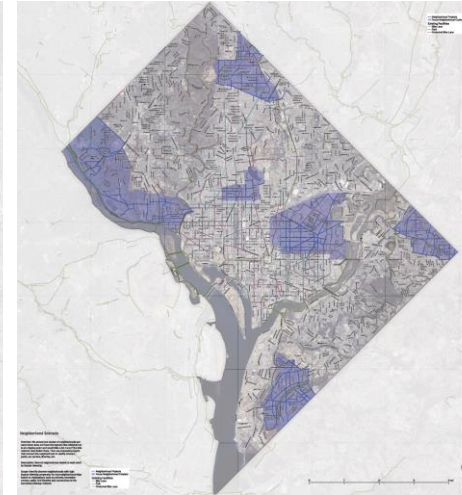
**Hardening Focused Upgrades:** Enhancements to the existing bikeways network through the implementation of additional permanent infrastructure



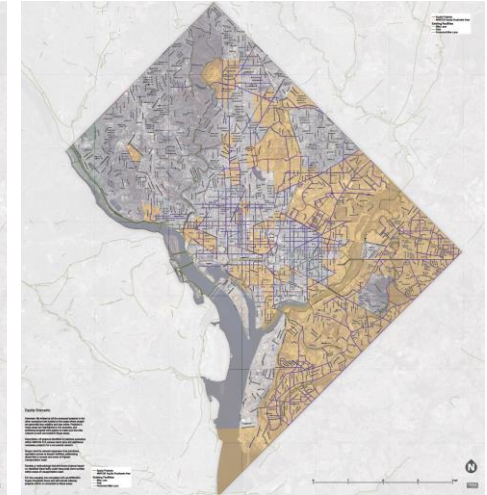
**Gap-Filling Focused Connections:** Projects that bridge gaps in the bikeway network, facilitating the overall usability of the network



**Short Trip Focused:** Projects targeted to short trips of less than three miles that could be replaced with bicycle trips if a low-stress bicycle facility were available



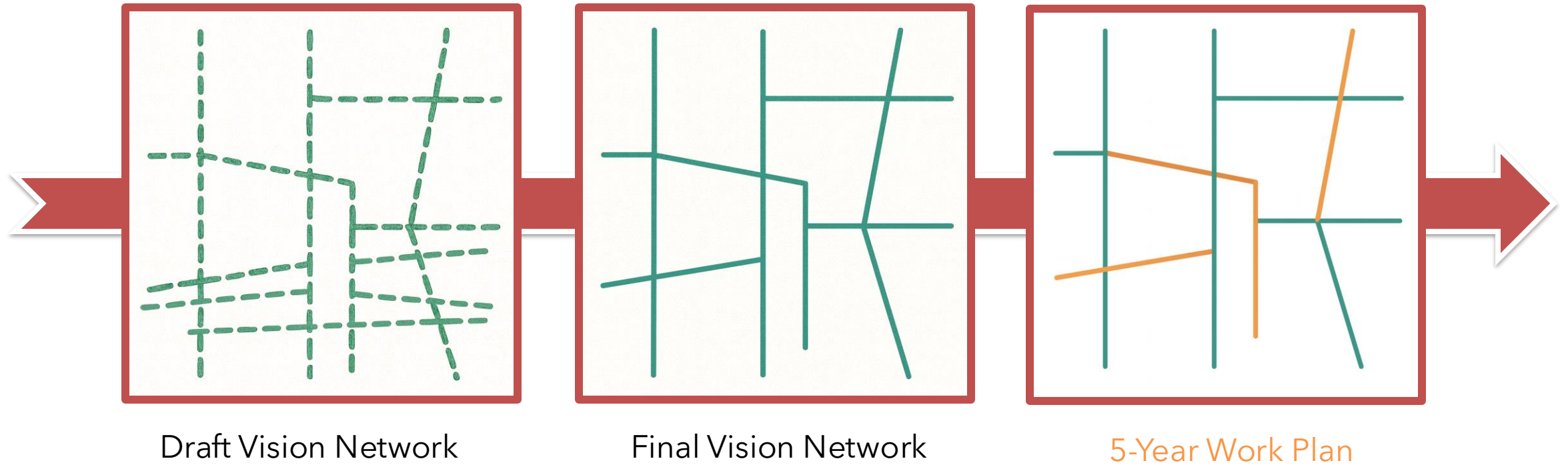
**Neighborhood-Focused Network Growth:** Projects in neighborhoods with high bicycle ridership propensity for intra-neighborhood trips based on common day-to-day destinations



**Equity-Focused Expansion:** Projects that prioritize equitable access to bicycle facilities, addressing disparities in access and areas of highest transportation need



# Development of the 5-Year Work Plan





# Sample 1-Year Work Plan

## Hardening Projects

- 4th Street NE
- Upshur St NW  
(Georgia to Rock Creek Church)
- Piney Branch Rd NW  
(Quackenbos to Butternut)

## Neighborhood Bikeways

- Longfellow St NW (16<sup>th</sup> to 1<sup>st</sup>)
- Brooks St NE  
(42<sup>nd</sup> to 57<sup>th</sup>)
- 41<sup>st</sup> Street NW  
(Wisconsin to Military Rd)
- Sycamore & Oak Drives SE

## New Protected Bike Lanes

- Bladensburg Rd NE
- Harvard St NW
- Mississippi Ave SE



# Stay In Touch With Us!

- The District Department of Transportation's mission is to equitably deliver a safe, sustainable, and reliable multimodal transportation network for all District of Columbia residents and visitors. Your feedback helps inform the Strategic Bikeways Plan.
- We invite you to share your feedback with us! Scan the QR code to stay tuned into the project as it advances.

"If we share stories of people whose lives have improved through biking, others will see it's not just about bikes—it's about healthier, safer communities."

"The real win is when biking feels like the easiest, safest choice—not the riskiest."

From Focus Group with  
"Interested but Concerned"  
Bicyclists  
August 7, 2025



Scan me!

[bikelanes.ddot.dc.gov](https://bikelanes.ddot.dc.gov)





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# District Department of Transportation

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