

Bicycle Access on The Mall

Preliminary Issues and Solutions Generated by the DC Bicycle Master Plan

Bicycling Qualities

- Flat, open terrain
- Lots of trail connections and riding options
- Distances between memorials and museums easily covered by bike (<3miles)
- Wide trails and paths (up to 30ft) create space between bicyclists and other users
- Separation from motor vehicle traffic



Location: White House
Quality: Wide Separation
Source: Urban Separation



Location: White & Virginia Ave
Quality: Wide & High-end Surf
Source: Surf Width of Interest

Improvements shown here have not been actualized



Bicycling Issues

- Lack of bicycle parking
- Inconsistent riding surface quality
- Key connections are inadequate for high volumes of bicycle and pedestrian traffic (< 10ft width)
- Curb cut placement and width insufficient
- No directional signage for bicyclists
- Accommodation of East Coast Greenway



Issue: Slow Turning, Quality
Source: Sidewalk Quality
Source: Sidewalk Quality



Issue: Slow Turning, Quality
Source: Sidewalk Quality
Source: Sidewalk Quality

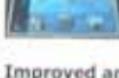


Issue: Slow Turning, Quality
Source: Sidewalk Quality
Source: Sidewalk Quality

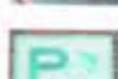
Bicycling Solutions

- Provide frequent and attractive bicycle parking
- Provide full width curbs ramps aligned with trail
- Provide directional signage identifying key routes
- Provide consistent hard surface trails (width and type)
- Improve key connections through barrier zones
- Provide bicycle rental facilities at key locations (Union Station, Arlington Cemetery, Smithsonian Metro)

Directional Signage/Pavement Markings



Improved and Expanded Bicycle Parking



Improved Trails and Connections



Innovative Bike Rental System





The **Downtown Circulator** is a planned network of transit bus loops that will connect major employment centers, entertainment destinations, tourist landmarks and public services throughout the heart of Washington, D.C.

Downtown Circulator buses will have a unique, fun design that reflects the vitality of the new downtown. The service will be characterized by high frequencies and affordable fares.



Integrating the **Downtown Circulator** into the National Mall Visitor Transportation Plan is essential to the economic health of the city and to the accessibility of national park lands to both local and out of town visitors. Here are some of the reasons why:

1. Washington, D.C. loses hundreds of millions in consumer spending every year because tourists visiting the Mall and touring the monuments cannot easily travel to the commercial parts of downtown. One reason for this is the lack of convenient, inexpensive public transportation options.
2. Washington, D.C. has made a \$850M investment in the new Convention Center which is projected to attract 3 million visitors annually. A frequent, convenient, inexpensive internal circulation system is needed to provide access for these visitors between downtown DC, the Mall, and monuments.
3. The Mall currently represents a barrier between two areas of planned economic development for Washington, D.C – downtown and the Potomac Waterfront.
4. There is no convenient public transportation linking the Mall area with Union Station and Georgetown, including the C&O Canal Historic National Park or Rock Creek Park.
5. Most visitors to DC spend several days visiting the Mall and Monuments. The Circulator offers non-interpretive public transportation between sites for visitors after they have spent a day on interpretive tours.
6. Transportation between National Park areas and the downtown should not be an "either/or" search for a solution. There is room for a multi-faceted transportation system that includes interpretive tours and inexpensive, convenient public transportation.

For more information on the Downtown Circulator and downtown DC transportation issues, visit the BID website www.downtowndc.org or phone 202-626-1145.

NATIONAL MALL BIKE SHARING

INTELLIGENT PUBLIC BIKE RENTAL



1 Check out bike at one of many automated "stations"



Description:

Metrolink is pleased to offer the most convenient, low-cost, and eco-friendly way to get around the National Mall. Metrolink's Intelligent Public Bike Rental system is a first-of-its-kind, self-service, bike-sharing system that allows users to rent and return bikes at any of the many automated stations located throughout the National Mall.

Metrolink's Intelligent Public Bike Rental system is a first-of-its-kind, self-service, bike-sharing system that allows users to rent and return bikes at any of the many automated stations located throughout the National Mall. The system is designed to be user-friendly and easy to use, and it is available to all Metrolink users.

Metrolink's Intelligent Public Bike Rental system is a first-of-its-kind, self-service, bike-sharing system that allows users to rent and return bikes at any of the many automated stations located throughout the National Mall. The system is designed to be user-friendly and easy to use, and it is available to all Metrolink users.

Metrolink's Intelligent Public Bike Rental system is a first-of-its-kind, self-service, bike-sharing system that allows users to rent and return bikes at any of the many automated stations located throughout the National Mall.

Metrolink's Intelligent Public Bike Rental system is a first-of-its-kind, self-service, bike-sharing system that allows users to rent and return bikes at any of the many automated stations located throughout the National Mall. The system is designed to be user-friendly and easy to use, and it is available to all Metrolink users.

Metrolink's Intelligent Public Bike Rental system is a first-of-its-kind, self-service, bike-sharing system that allows users to rent and return bikes at any of the many automated stations located throughout the National Mall.

2 Ride to destination on the National Mall



3 Return bike at any destination



Paul DeMaio
MetroBike, LLC
202-232-5861

THE CIRCULATOR

Washington's Metrolink and bus systems do an excellent job getting commuters and visitors from the suburbs into the city tomorrow, they are less successful moving them around the city tomorrow. The National Capital Planning Commission's 1997 Upper Plan calls for a new transit system to connect major landmarks, employment centers, transportation facilities, and public services throughout Washington's metropolitan area.

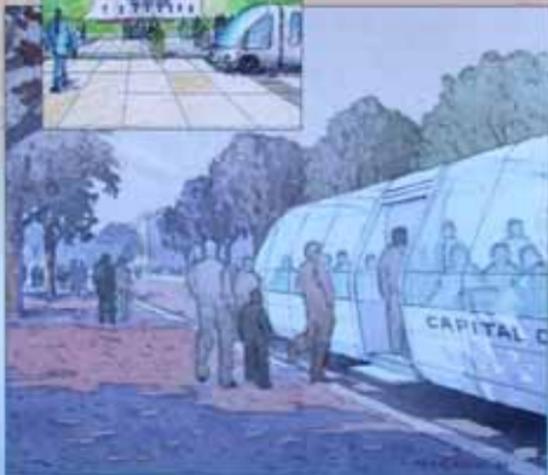
A **Metrolink Circulator** would provide convenient and responsive transportation options to the heart of the nation's Capital. The Circulator would:

- Supplement existing Metrolink and bus service
- Offer service between the Mall and downtown, downtown, shops, and hotels
- Offer convenient daytime transportation for downtown workers and tourist employees
- Eliminate parking problems
- Reduce traffic congestion

A dedicated Circulator station would provide frequent stop without off service and help get visitors, residents, and workers out of their cars and onto transit.

Several Circulator routes would serve the U.S. Capitol, the White House, the White House grounds, and other attractions, and connect to Metrolink and buses.

The National Capital Planning Commission is working with its planning partners to implement a Circulator that is environmentally friendly and enhances the quality of downtown Washington.





Tourmobile Sightseeing

The **Washington Area Bicyclist Association (WABA)** commends the National Capital Area of the National Park Service for engaging upon a study of visitor transportation. Future transportation services in park lands must include the transportation modes that have the lowest impact on park resources, both natural and financial - bicycling and walking. Any future NPS visitor transportation system should begin with the infrastructure required for safe and convenient bicycling and walking. The following needs should be addressed in the NPS Visitor Transportation Study:

1. An **updated Paved Recreation Trails of the National Capital Region** (1991) study that includes a prioritization for implementation of that plan.
2. Establishment of **trail design and maintenance standards** for National Capital Area Parks that reflect **the high demand for these facilities in an urban setting** using AASHTO guidelines for bicycle and pedestrian facilities.
3. **Remedies for life-threatening conditions** on Rock Creek Park roads and trails for all users - motorists, bicyclists and pedestrians.
 - 4-way interchange on the 24th Street ramp to Rock Creek Parkway in the vicinity of the Taft Bridge abutments and the Rock Creek Trail;
 - Insufficient trail width adjacent to roadway between P and M Street bridges;
 - Zoo tunnel alternative for trail; and
 - High speed, high volume commuter traffic on Beach Drive.
4. Accommodation for a safe and convenient alignment of the **Metropolitan Branch Trail** through Ft. Totten and the National Mall.
5. Establishment of flexible policies regarding **lighting** along trails on park lands in the National Capital Area.
6. Integration of **bicycle information** in all National Park Service communications regarding transportation to and through National Capital Area Parks, such as, websites, wayfinding and directional signage, maps and brochures.
7. Provision of **bicycle parking and bicycle rental** in parks to encourage non-motorized visitation as well as **large-scale special event bicycle parking**.
8. **Improving the surface connections** to the South Capitol Street Bridge in Anacostia Park and paving the current connection to Anacostia Drive from the River Terrace neighborhood.
9. **Improve and widen existing sidewalks** along Constitution Avenue to provide direct connection from the Roosevelt Bridge to 13th Street NW.
10. Work with the D.C. Department of Transportation on the creation of **safe bicycling and walking routes between parks** in the National Capital region.

ELEMENTS OF PREFERRED ALTERNATIVE

- Exclusive running ways (busway, bus lanes)
- Identifiable, high quality stops/stations
- Rapid transit service plan (limited stops, all day operations, frequent service, simple route structure)
- Intelligent transportation systems (GPS-driven automatic vehicle location, real time passenger information at stations and on-board, signal priority)
- Smartrip fare system

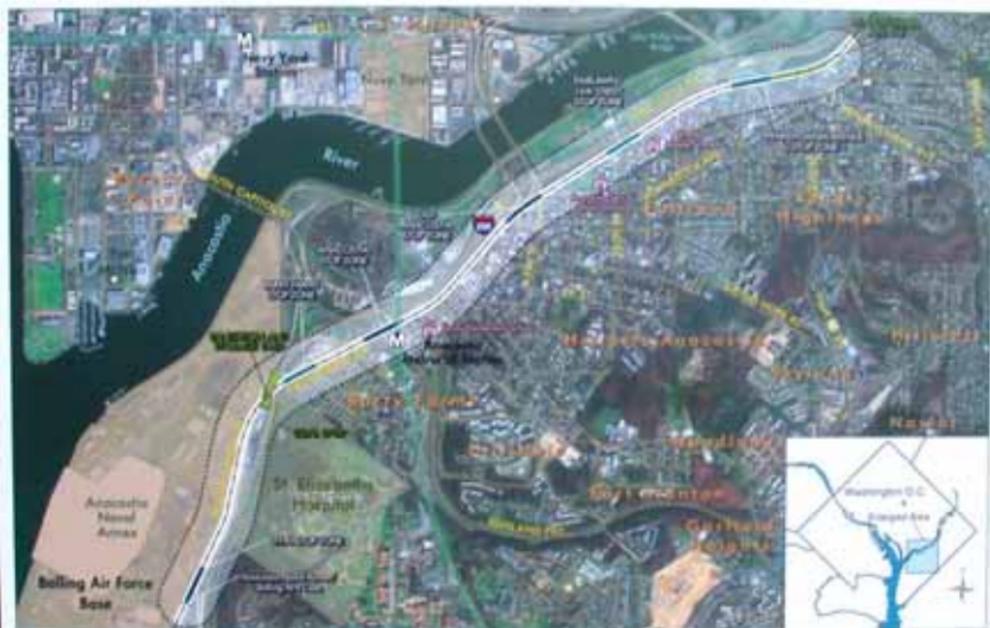




PREFERRED ALTERNATIVE ALIGNMENT AND PARKING CONSIDERATIONS



- Exclusive busway between Washington Circle and Mount Vernon Square
- Curbside bus lanes east of Mount Vernon Square and west of Washington Circle.
- Curbside bus lanes to be used by buses and right turning vehicles.
- Off-Peak parking allowed on curb lane of K Street.
- No parking on south side of M Street between Wisconsin Avenue and Pennsylvania Avenue.
- No parking on south side of Pennsylvania Avenue between M Street and Washington Circle.
- No parking on Massachusetts Avenue between H Street Union Station.



Legend

- | | | |
|---------------------|----------------|---------------------------|
| Proposed Stop Zones | Metro Lines | Public Schools |
| New Stop Zones | Existing Rail | School Storage Facilities |
| Corridor Location | Metro Stations | St. Elizabeths Hospital |



**Anacostia Corridor
Demonstration Project**