

Trails Mean Business in Georgetown

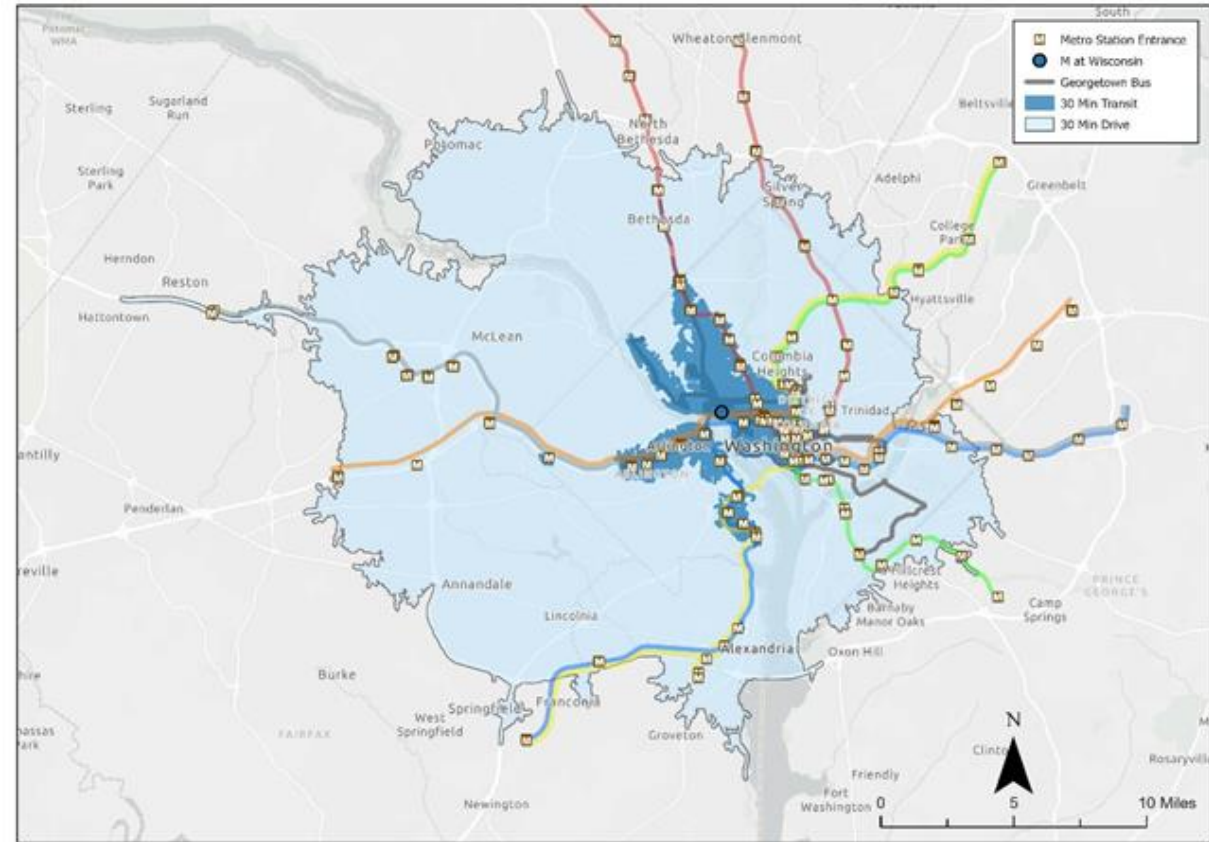
Presentation to:
Metropolitan Washington Council of Governments
Region Forward Coalition
April 22, 2022





Congest Roads and Poor Transit Access to Georgetown

- Getting to Georgetown can be tough.
- The maps compares a 30-minute trip by transit with a 30-minute trip by car.
- The transit shed is significantly smaller than the driving shed due to the lack of a Metrorail station in Georgetown.
- Visitors and employees, especially from neighborhoods to the east, face significantly longer trips by transit to Georgetown.
- The Georgetown BID views improving bicycle and pedestrian access to the business district as a key strategy to increase visitation and improving the Georgetown experience.



Source: Georgetown Enhanced Transit Access to Metrorail (2022)



A 2028 Strategic Transportation Objective: Establish Georgetown as a Bicycle-Friendly Destination

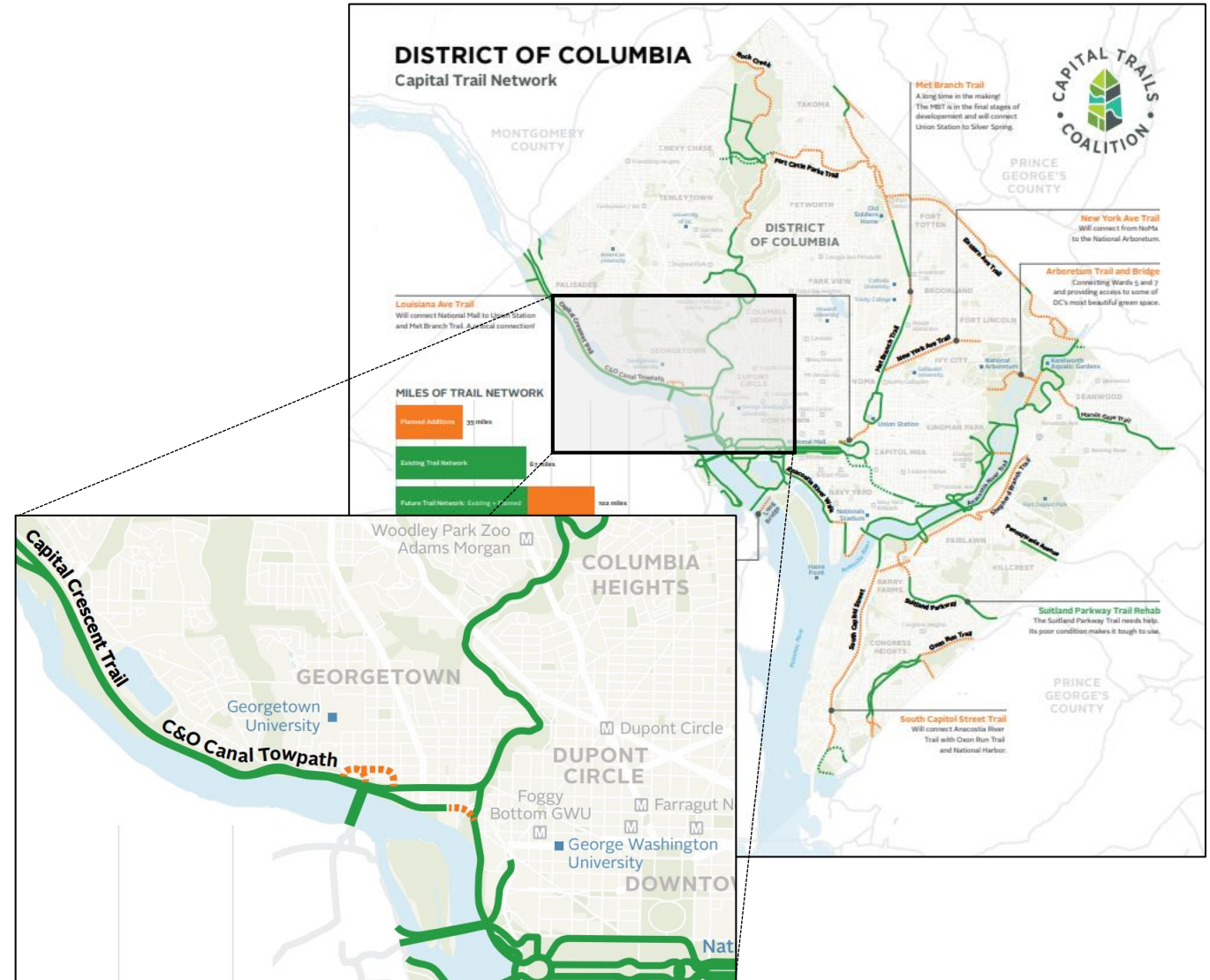
- **Vision:** The Georgetown 2028 plan envisions leveraging the neighborhood's position as a bicycle center, including four top-rated bicycle shops, to attract more retail customers and commuters while reducing vehicle congestion.
- **Action:** Georgetown 2028 recommends positioning the neighborhood as a premier destination for bicycle trips, whether for recreational rides, commutes to and from work, or for tourist visits.
 - Action Item #2: Implementing a high-quality bike connection between the Capital Crescent Trail and Rock Creek Parkway Trail, such as adding a cycle track on Water and K Streets





Completing the Capital Trails Network in Georgetown

- Georgetown is the convergence of the three major trails in the regional network: Capital Crescent Trail, the C&O Canal Towpath, and the Rock Creek Park Trail.
- And yet, the trails did not connect to each other.
- The Georgetown BID is leading the effort to connect and enhance the trails in the neighborhood by advancing three projects (to date) to complete the Capital Trails Network.
 - K/Water St cycle track (Phase 1)
 - K/Water St street improvements (Phase 2)
 - Capital Crescent Trailhead Project





Water St / K St Cycle Track Project – Phase 1

- **Goal:** Connect the Capital Crescent Trail to the Rock Creek Park Trail with a two-way protected bike lane along K St / Water St underneath the Whitehurst Freeway.
 - A parallel multi-use trail in Georgetown Waterfront Park would serve pedestrian trail users.
- **Phase 1 - 30th St NW to 34th St**
 - 2016: GBID/DDOT applied for a TLC grant, awarded \$60,000 for concept design, and completed concept with Toole Design Group.
 - 2017: DDOT developed 30%, 65%, 100% designs with VHB.
 - 2018: DDOT & GBID installed the cycle tracks
- **K St is now an even more popular route**
 - 1,650 Average Daily Bicycles on cycle track (Wisconsin/K, 2019)
 - 2,450 Peak Daily Bicycles on cycle track (favorable weather, weekend or holiday, 2019)





K / Water St Cycle Track Extension & Enhancements (Phase 2)

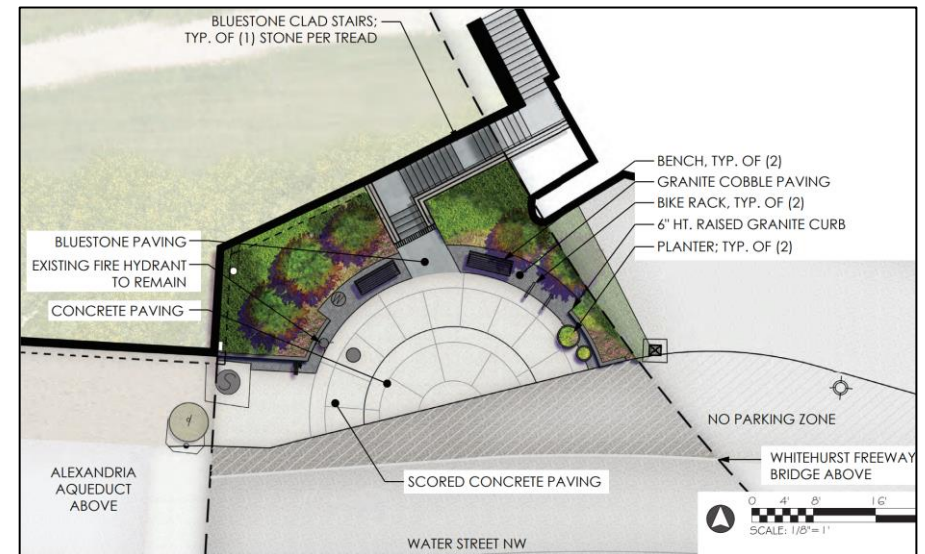
- **Goal:** Close the gap of the K / Water St cycle track and sidewalk west of 34th St to the Aqueduct
- **Phase 2: Alexandria Aquaduct (Tunnel) to 34th St**
 - 2012-2015: NPS Non-Motorized Boathouse Feasibility Study and Environmental Assessment studied changes to Water St west of 34th St to address boathouse and trail uses and conflicts.
 - 2019: DDOT and BID convened community stakeholders to take Phase 1 concept plans into the design phase.
 - 2021/2022: DDOT is constructing a two-way projected west of 34th to the Aqueduct, a mini-roundabout at 34th St, and a sidewalk on the north side of Water St.
 - 2022: The project should be complete this spring.





Capital Crescent Trailhead Plaza Project

- **Goal:** Construct an inviting plaza for Capital Crescent Trail users to gather at the southern gateway on Water St NW.
 - The trailhead plaza will include benches, natural plantings, bike parking, a bike repair stand, and rehabilitation of the stairs to the C&O Canal Towpath.
- **Trailhead Project Timeline**
 - 2018: The BID and DDOT applied for Transportation Alternative Program (TAP) grant of \$150,000 for design and construction.
 - 2020: Stakeholder engagement and public meetings.
 - 2021: Finalized design and pre-construction activities.
 - 2022: Construction will begin in spring 2022 on a trailhead plaza in the empty space east of the Alexandria Aqueduct.





Future Trail + Bike/Ped Projects in Georgetown

- **Georgetown Transportation Access & Circulation Study** is kicking off this fall to investigate neighborhood level planning for immediate, short-, and long-term transportation investments, including new trail, bike/ped, to improve safety and access.
- **Georgetown Transportation Access & Circulation Study** which is underway is evaluating a wide range of surface (bus, bike & pedestrian) and aerial (gondola) route transit alternatives with the goal of reducing transit travel times to Georgetown including improving bicycle access.
- **K St to Rock Creek Park Bridge** is a long-term vision to close the gap between the on-street cycle track on K St to the Rock Creek Park trail with a new multi-use trail bridge over Rock Creek.
- **C&O Canal Towpath Improvements** will be made over the coming years in partnership with the National Park Service to improve the towpath and its connections within the neighborhood.



Questions / Comments?

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BUSINESS IMPROVEMENT DISTRICT