



K Street/Water Street Cycletrack
Case Study in Leveraging the MWCOG
TAP Program





K/WATER STREET CONDITIONS

d.

B & O Railroad Freight Era



1965: B&O Railroad at 3300 block Water Street

End of Short Haul Railroads



RailPictures.Net - Image Copyright © Charles J. Freericks

1980s: B&O Railroad in operation on present-day Water Street under Potomac Aqueduct

1985: Final trip on Georgetown Branch with the John Bull. WCC paddler racing.



Vestiges of the Industrial Street Remain



Bus Operational Issues

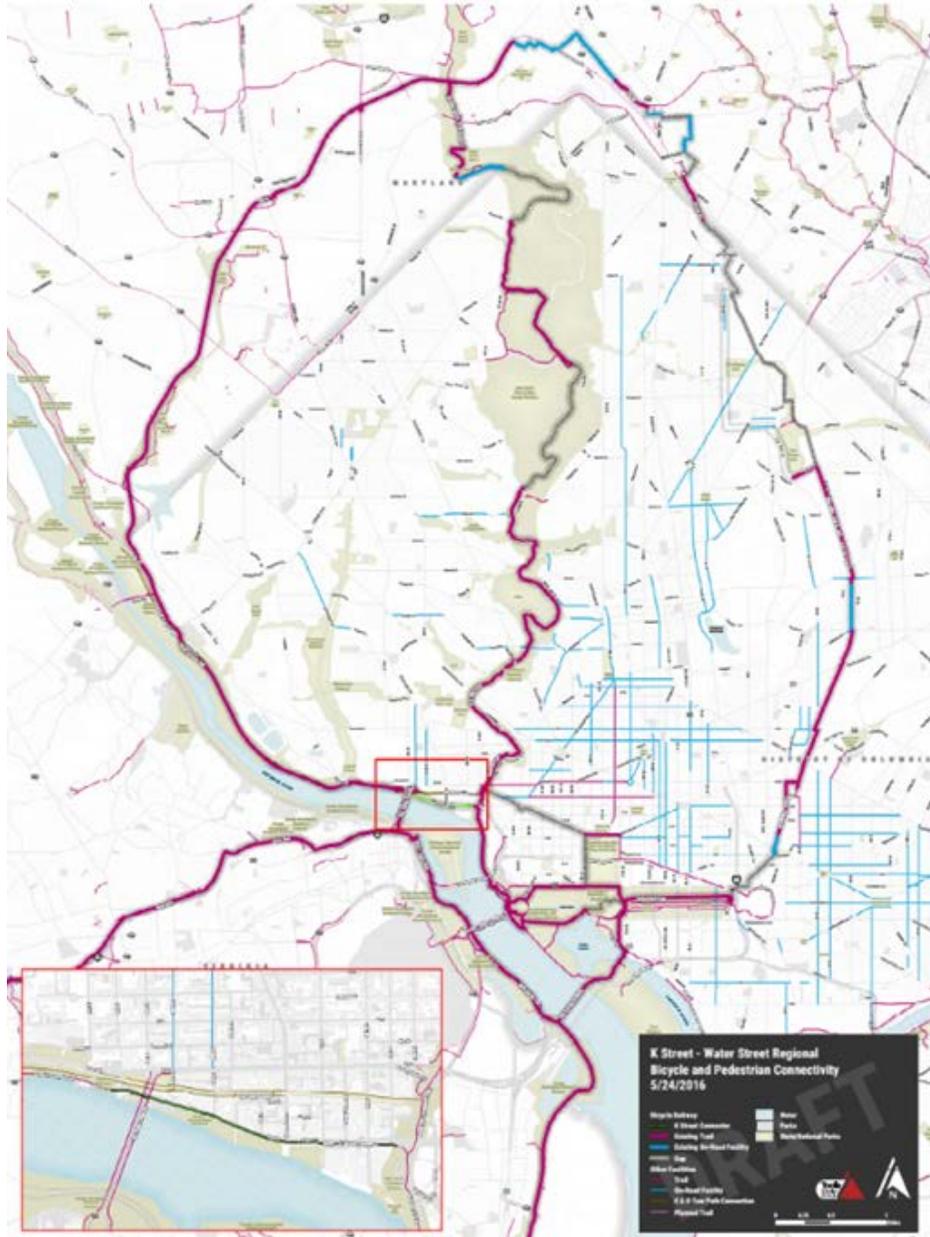


Typical Evening Rush Hour Congestion



- Photo taken in January 2017 at 5:15pm
- Frequent backups for several blocks during PM rush hour on K Street
- Cyclists mix with this vehicle traffic to navigate the area

Missing Trail Connection on K/Water Streets



- Capital Crescent Trail and Rock Creek Trails are among busiest trails in the region
- Continuous loop connecting Georgetown, Bethesda, Silver Spring, Rock Creek Park, Downtown DC
- One missing connection: between CCT and Rock Creek Trails on K/Water Street in Georgetown

Reimagining the Area for Events



Bike to Work Day



Taste of Georgetown



Sunset Cinema



Sunset Fitness



**PLANNING, DESIGN, &
IMPLEMENTATION**

d.

MWCOG Grants & Construction Timeline

2015: GBID/DDOT: applied for TAP – did not receive grant

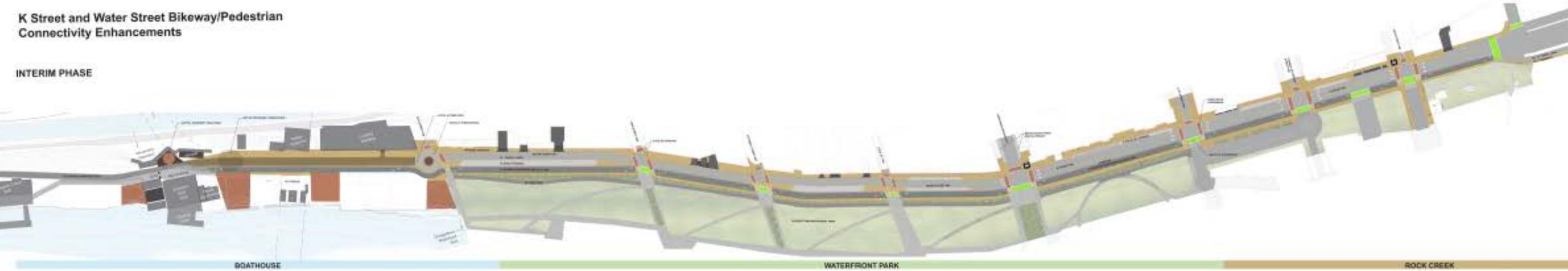
2016: GBID/DDOT applied for TAP – awarded \$60,000 for concept design

- 2016: Completed concept design with Toole Design Group
- 2017: DDOT developed 30%, 65%, 100% plan with VHB
- 2018: DDOT & GBID installed

K/Water Street Concept Plan

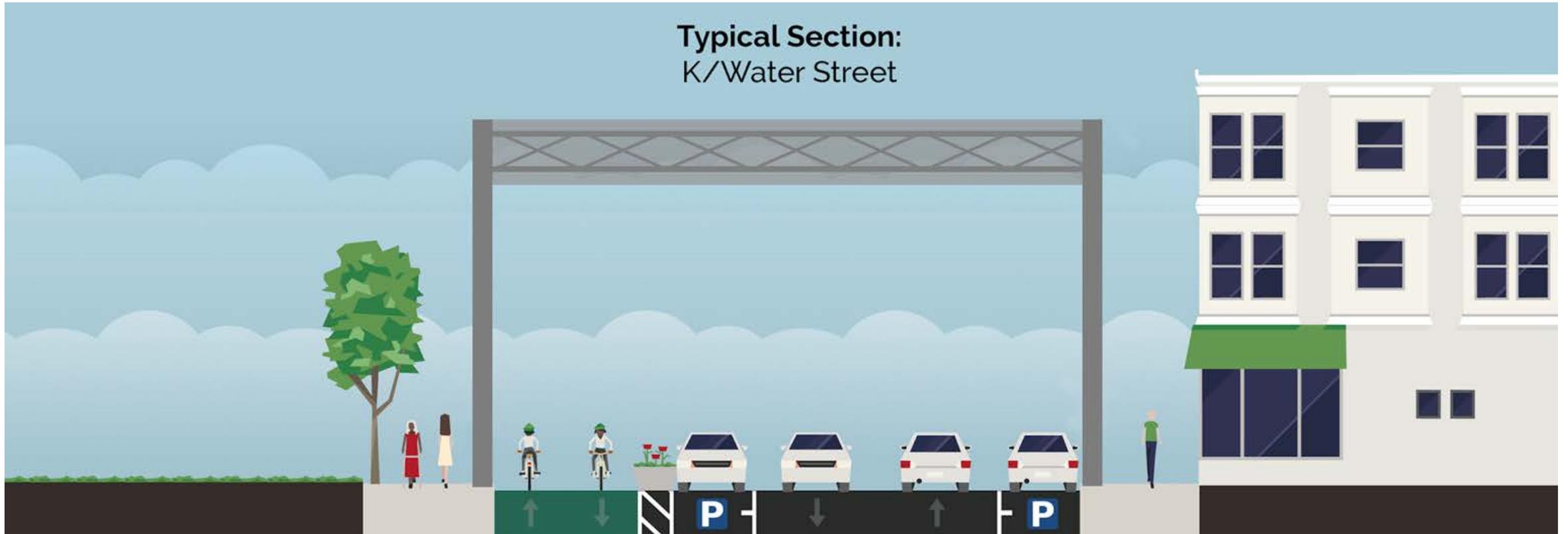
K Street and Water Street Bikeway/Pedestrian Connectivity Enhancements

INTERIM PHASE



Concept Design Cross Section

Typical Section:
K/Water Street



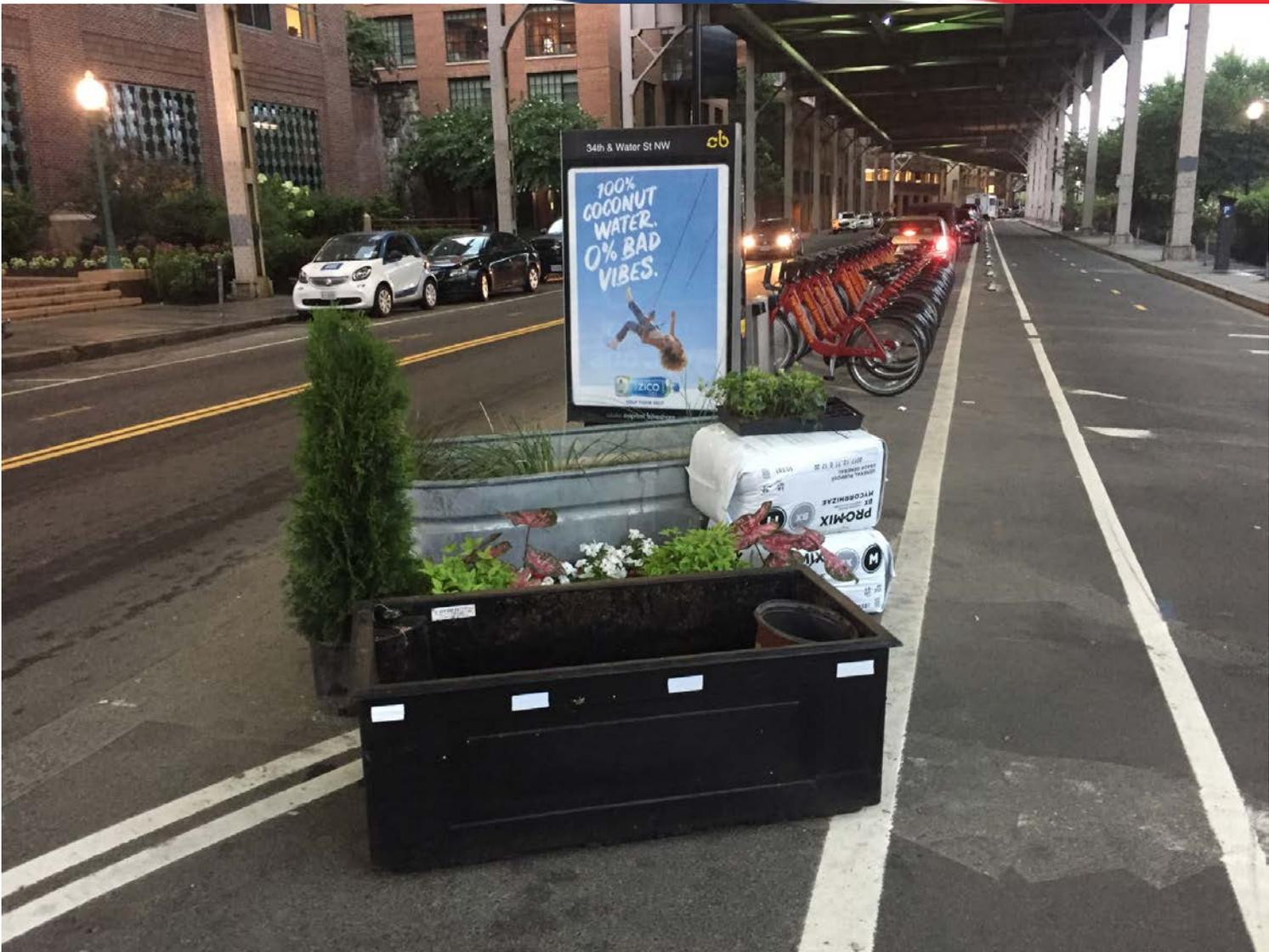
New Bicycle/Pedestrian Bridge over Rock Creek



Turnaround at 34th Street



Implementation



Implementation

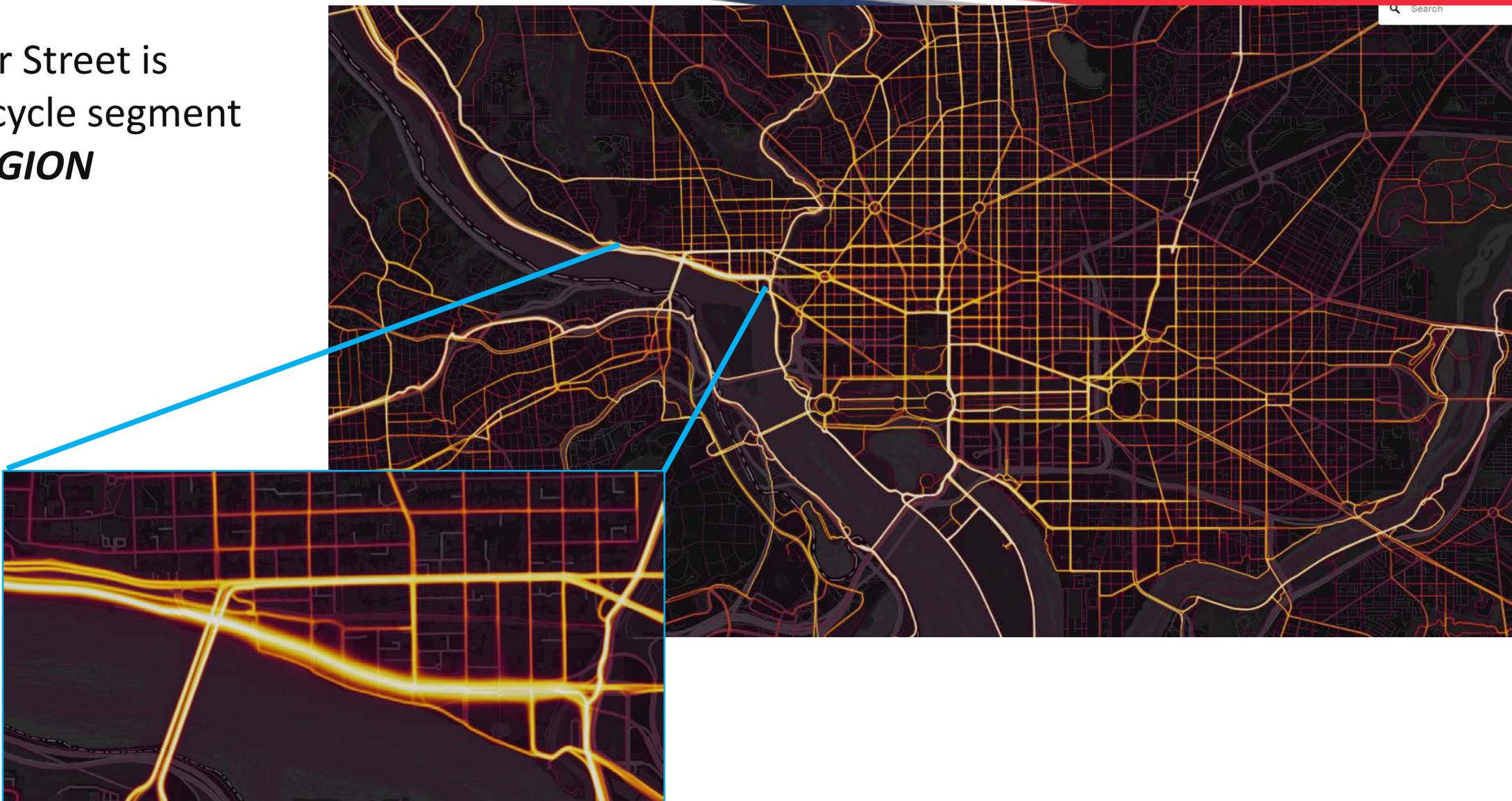


Implementation



2020 Strava Heatmap

K St/Water Street is
busiest bicycle segment
IN THE REGION





PHASE TWO PLANNING

d.

MWCOG Grants & Construction Timeline

2018: GBID/DDOT applied for TAP – awarded \$150,000 to design/build new trailhead for Capital Crescent Trail and improvements to aqueduct staircase connecting Water Street to C&O Canal

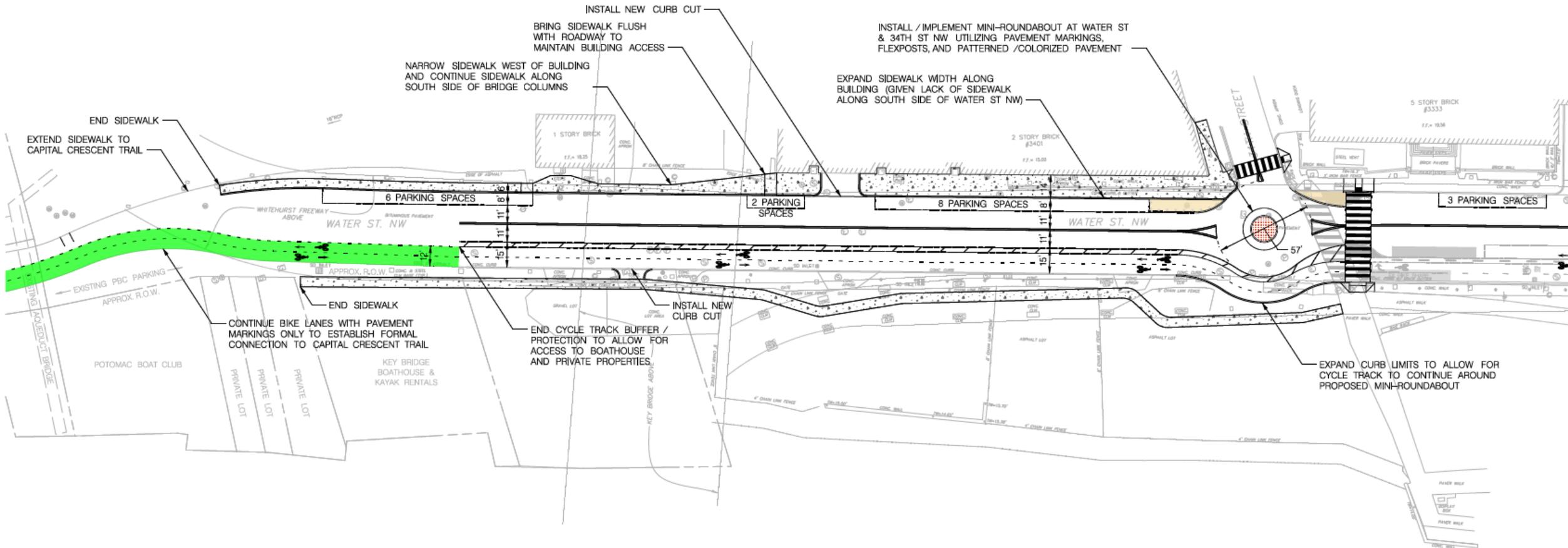
2019: GBID/DDOT planning for western end of cycletrack – not built during Phase One of implementation

2020: GBID will begin design process for trailhead; DDOT will begin implementing Phase Two improvements

Current Trailhead and Staircase Conditions



Extend Cycletrack to Capital Crescent Trail



Integration with Canal Plan

THE AQUEDUCT

Alternative A



Image: James Corner Field Operations

Integration with Boathouse Planning

Georgetown Nonmotorized Boathouse Zone

Rock Creek Park and Chesapeake & Ohio Canal National Historical Park
Washington, DC

National Park Service
U.S. Department of the Interior



Volunteer with us to Paint Streets!



Jamie Scott

Georgetown BID Director of Planning & Economic Development

Jscott@georgetowndc.com



Will Handsfield

DDOT Bicycle Planner

Will.Handsfield@dc.gov

d.

District Department of Transportation