P St SW Cycletrack

Closing a 2-block gap of Anacostia River Trail between 2nd St and 4th St
Planning History of Anacostia River Trail

Dear Waterfront Stakeholder,

It is my distinct pleasure to present to you the Anacostia Waterfront Initiative Framework Plan. The completion of this Framework Plan, and the process that created it, is an unprecedented achievement. For the first time, we have brought together all of the District and Federal agencies that have a stake in the Anacostia waterfront and created a process to include our citizens in formulating solutions to the vast challenges of the long-neglected Anacostia River. I truly believe the Anacostia Waterfront Initiative is one of the most important partnerships ever created between the District, its citizens and the Federal government.

This Framework Plan outlines a powerful vision for the future of the Anacostia waterfront. It reconnects our diverse neighborhoods to the river and along the river with the Anacostia Riverwalk and Trail. It creates widespread access to the river for recreation with new and improved parks and facilities. It makes the Anacostia waterfront a place people will soon enjoy and come back to over and over and over. Most importantly, it reintroduces the river into our lives and to the life of our city.
Anacostia River Framework Plan
Designated for “On Street Trail”
2005 Bicycle Master Plan
-incorrectly identified as existing MUT

Legend

Bicycle Facilities

Existing Bicycle Lane

Proposed Bicycle Lane

Proposed On-Road Separated Bicycle Facility

Existing Multi-Use Trail

Proposed Multi-Use Trail

Signed Bicycle Route
MoveDC – 2015
Identified as Cycletrack
NPS Paved Trail Plan - 2016
National Capital Trails Coalition
Gap Analysis Map - 2018
Off-street Parking In Blocks Proximate to P St SW, 2\textsuperscript{nd} to 4\textsuperscript{th} St.
Bikeways Existing & Planned
BICYCLIST DESIGN USER PROFILES

**Interested but Concerned**
51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

**Somewhat Confident**
5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or no-paved shoulders if need be.

**Highly Confident**
4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE
P St SW 200 - 400 block - Existing
P St SW 200 - 400 block - Expanded sidewalk
P St SW 200 - 400 block - cycletrack + 1 way + pa...
P St SW 200 - 400 block - Proposed
National Capital Trail Map (link)

- Missing Segments of the ART
- DDOT Potomac Ave Cycletrack
- Under Planning with PUDs