

Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital

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Presentation to the
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Item 9

Overview

- Previous Plans:
 - 2006
 - 2010
- Updates Every Four Years
- Advisory to the CLRP
 - Only bike and pedestrian projects
 - Not financially constrained
- 2014 Plan has the same structure and purpose as 2010 plan

Bicycle and Pedestrian Plan for the National Capital Region



October 2010

National Capital Region Transportation Planning Board

The 2014 Bicycle and Pedestrian Plan

- Identifies major bicycle and pedestrian projects the region wishes to carry out by 2040
 - Contains both funded and unfunded projects
- Incorporates goals and performance indicators for walking and bicycling from:
 - 1999 TPB *Vision*
 - 2010 COG *Region Forward 2050* plan
- Identifies “best practices” likely to be effective in achieving those goals
- Discusses trends in policy, mode share, safety

2014 Plan Outline

- Chapter 1: Planning context of federal, state, and local bicycle/pedestrian policies and plans
- Chapter 2: Demographic and geographic overview of bicycling and walking in the region
- Chapter 3: Pedestrian and Bicyclist Safety
- Chapter 4: Overview of existing facilities
- Chapter 5: Goals and Indicators
- Chapter 6: Best Practices
- Chapter 7: The 2040 Network

Planning Context (Ch. 1)

Changes since 2010

- **RTPP (2014)**
 - Adopts TPB Vision Goals
- **MAP-21**
 - Transportation Alternatives Program
- **Complete Streets**
 - Regional Policy
 - State and Local Policies
- **TIP**
 - B/P funding increased from 1% of total in FY 2010-2015 to 2% of total in FY 2013-2018
- **Ped/Bike Access to Metrorail**
 - Metrorail Expansion

Walking and Bicycling Trends

(Chapter 2)

- 2008-2012 Census ACS Data
 - New on-line mapping tools
 - Can see mode share at the census tract level
- 2013 Commuter Connections State of the Commute Survey
- 2012 Rail Passenger Survey
 - Pedestrian and Bicycle access to Metrorail

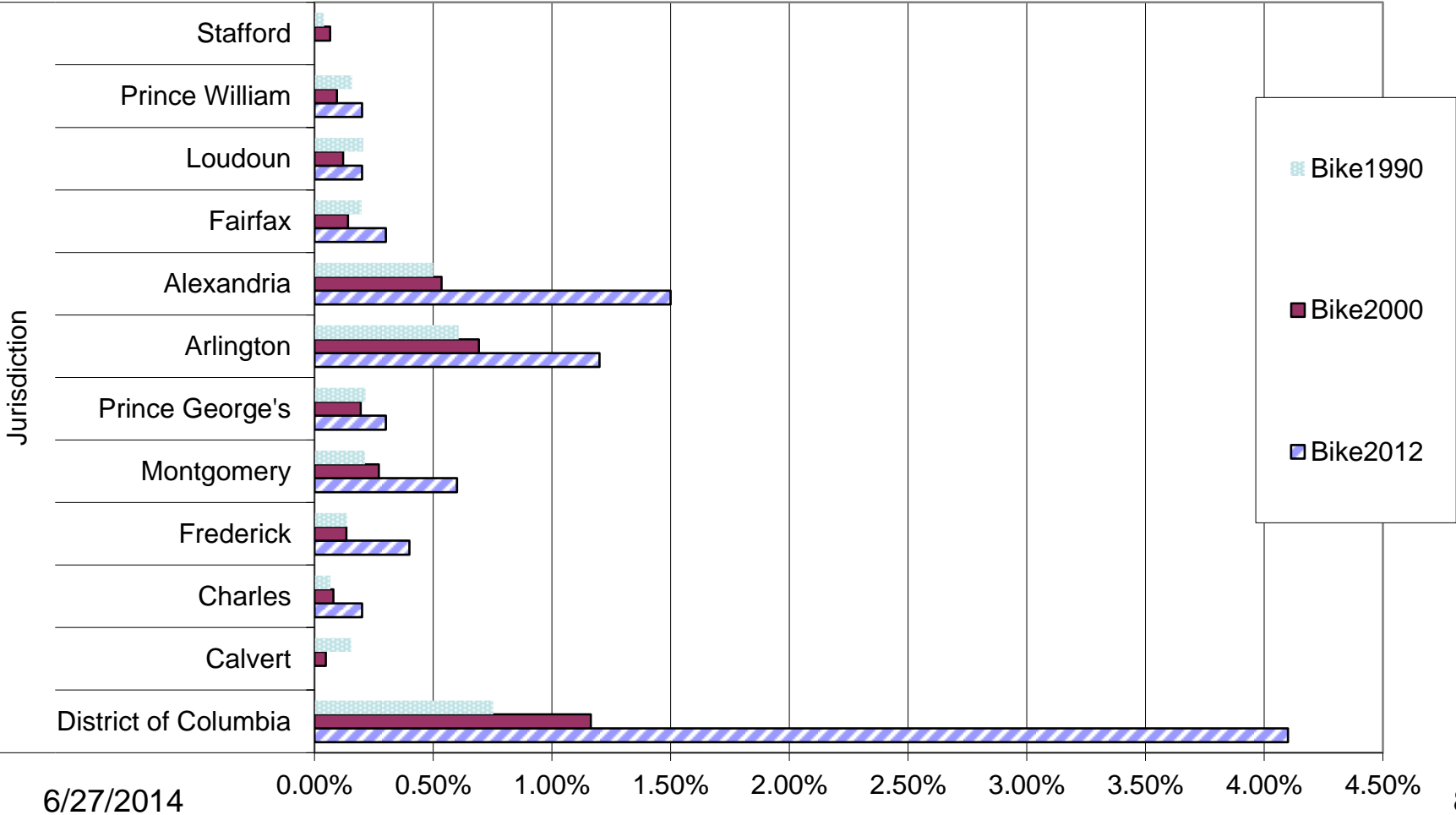
Ten Largest Metro Areas

(Chapter 2)

	Table 2-2: % Bike to Work in the Ten Largest Metropolitan Areas (US Census)	2000	2006-2008	2008-2012
1	San Francisco	1.12%	1.4%	1.7%
2	Los Angeles	0.63%	0.7%	0.9%
3	Boston	0.38%	0.7%	0.9%
4	Philadelphia	0.33%	0.5%	0.6%
5	Chicago	0.31%	0.5%	0.6%
6	Washington	0.30%	0.5%	0.6%
7	New York	0.30%	0.4%	0.5%
8	Houston	0.30%	0.3%	0.3%
9	Detroit	0.18%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%
	United States	0.38%	0.5%	0.6%

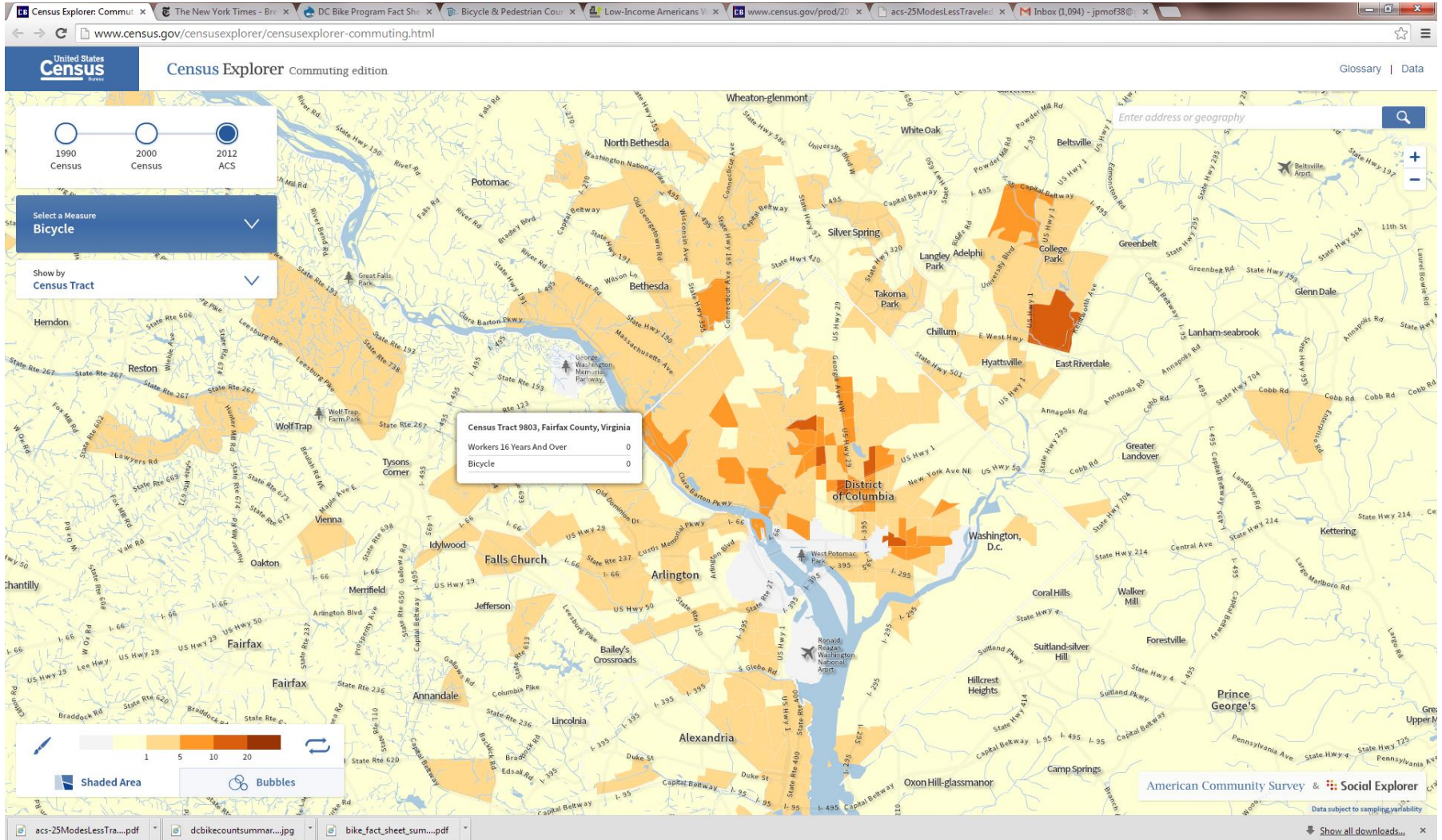
Jurisdiction Mode Share

Chart 2-15: US Census - Percentage of Workers Biking to Work



Bike to Work by Census Tract

<http://www.census.gov/censusexplorer/censusexplorer-commuting.html>



6/27/2014

Metrorail Access

Table 2-8: Mode of Access to Metrorail - % of Daily Total	2012	2007	AM Peak - 2012	AM Peak - 2007
Bus	15.3	15.6	21.9	22.2
Auto Driver	12.6	13.7	25.6	29.3
Auto Passenger (drop off)	4.5	5.5	7.8	9.3
Rode with someone who Parked	0.5	0.6	0.9	1
Bike	0.7	0.5	1.0	0.7
Walk	62.2	62.1	37.3	33.3
Commuter Rail	1.5	1.7	3.5	3.8
Shuttle	2.5	n/a	2.0	n/a
Taxi	0.2	0.2	0.1	0.2

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT



FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY

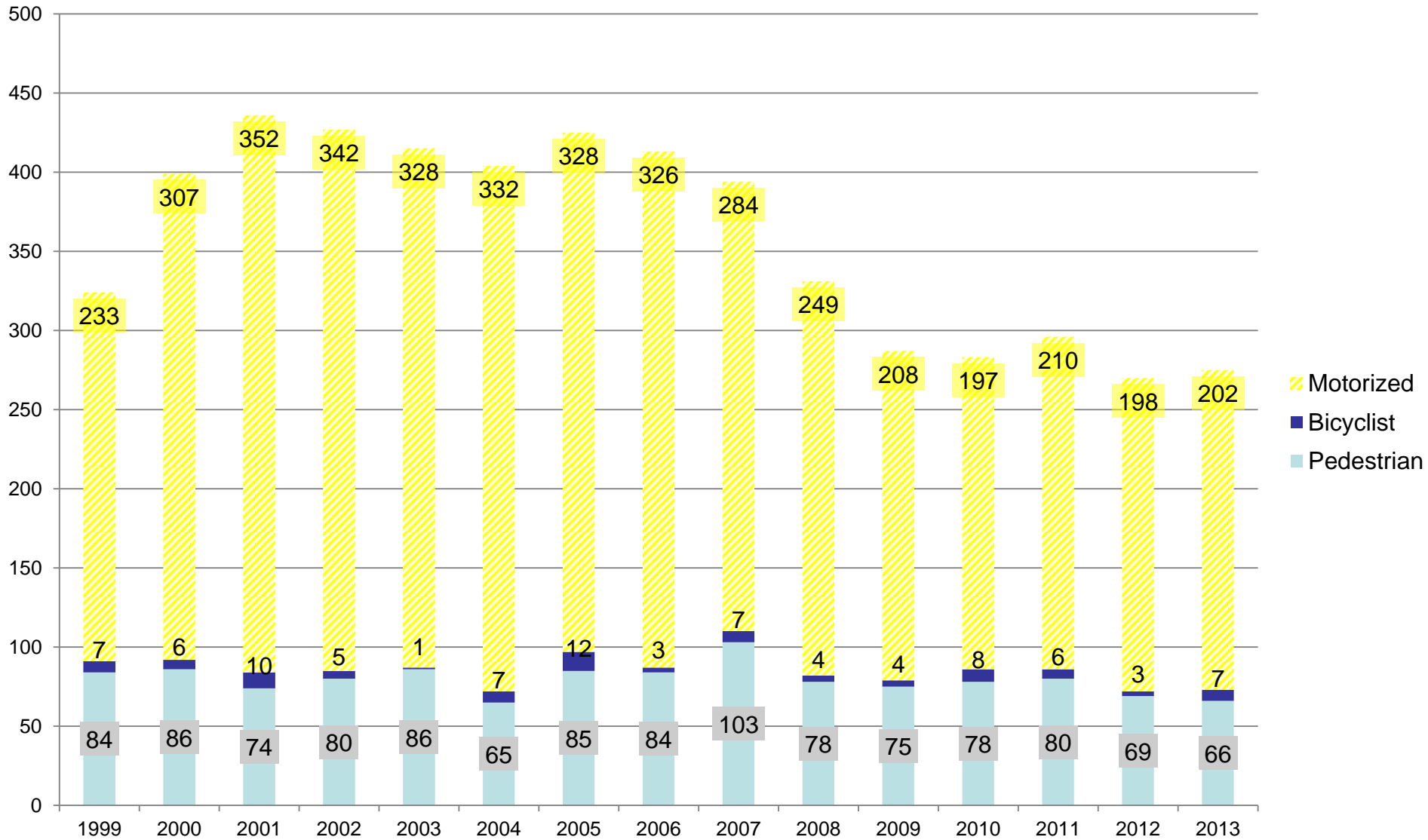


Pedestrian and Bicycle Safety

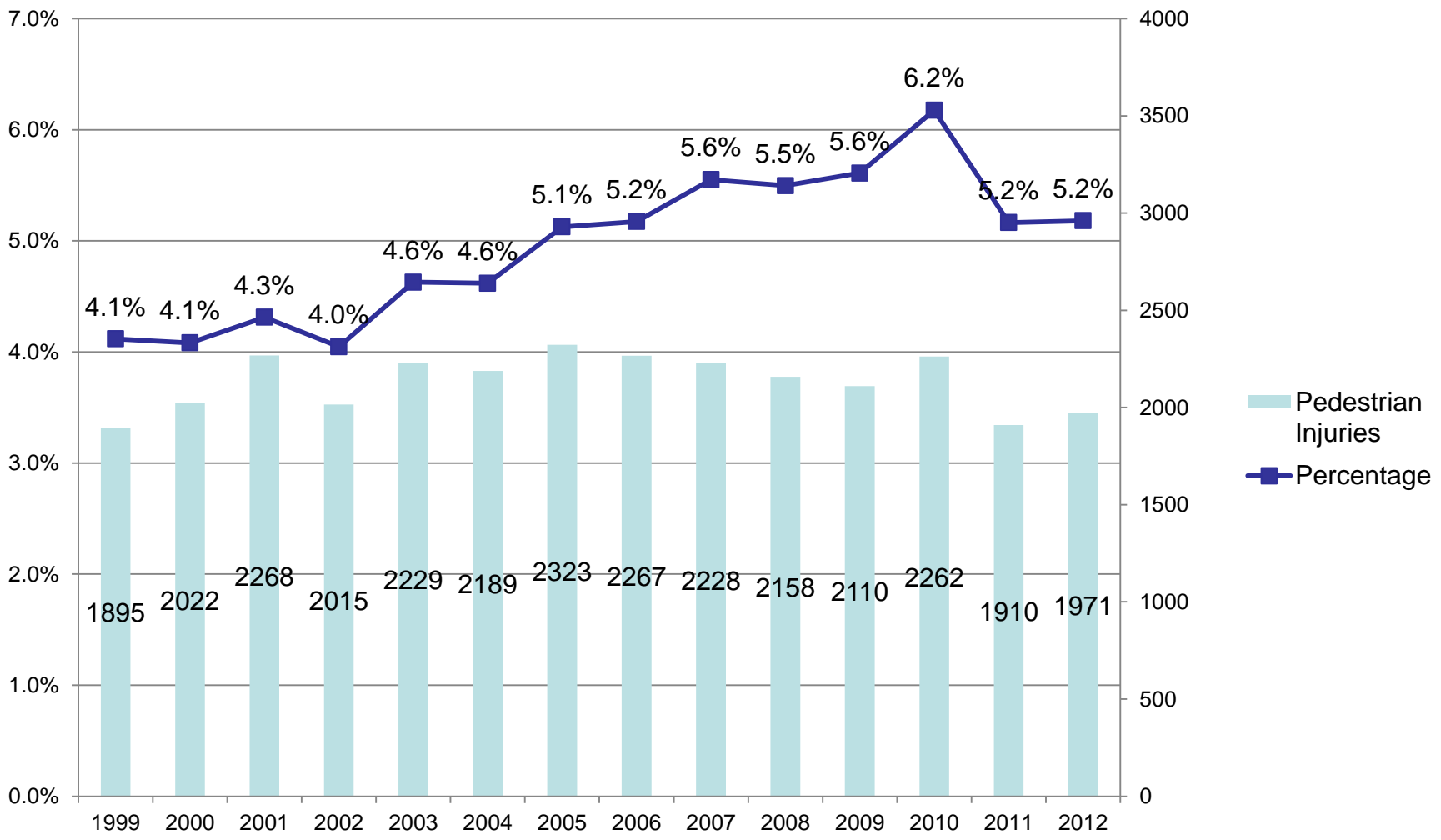
(Chapter 3)

- Pedestrian fatalities have increased nationally since 2009
 - The Washington MSA ranks 24th out of the 51 largest metro areas in terms of pedestrian fatalities per capita.
- Pedestrian and bicyclist fatalities account for more than ¼ of the region's traffic fatalities
 - That proportion has been rising as other types of fatalities have decreased

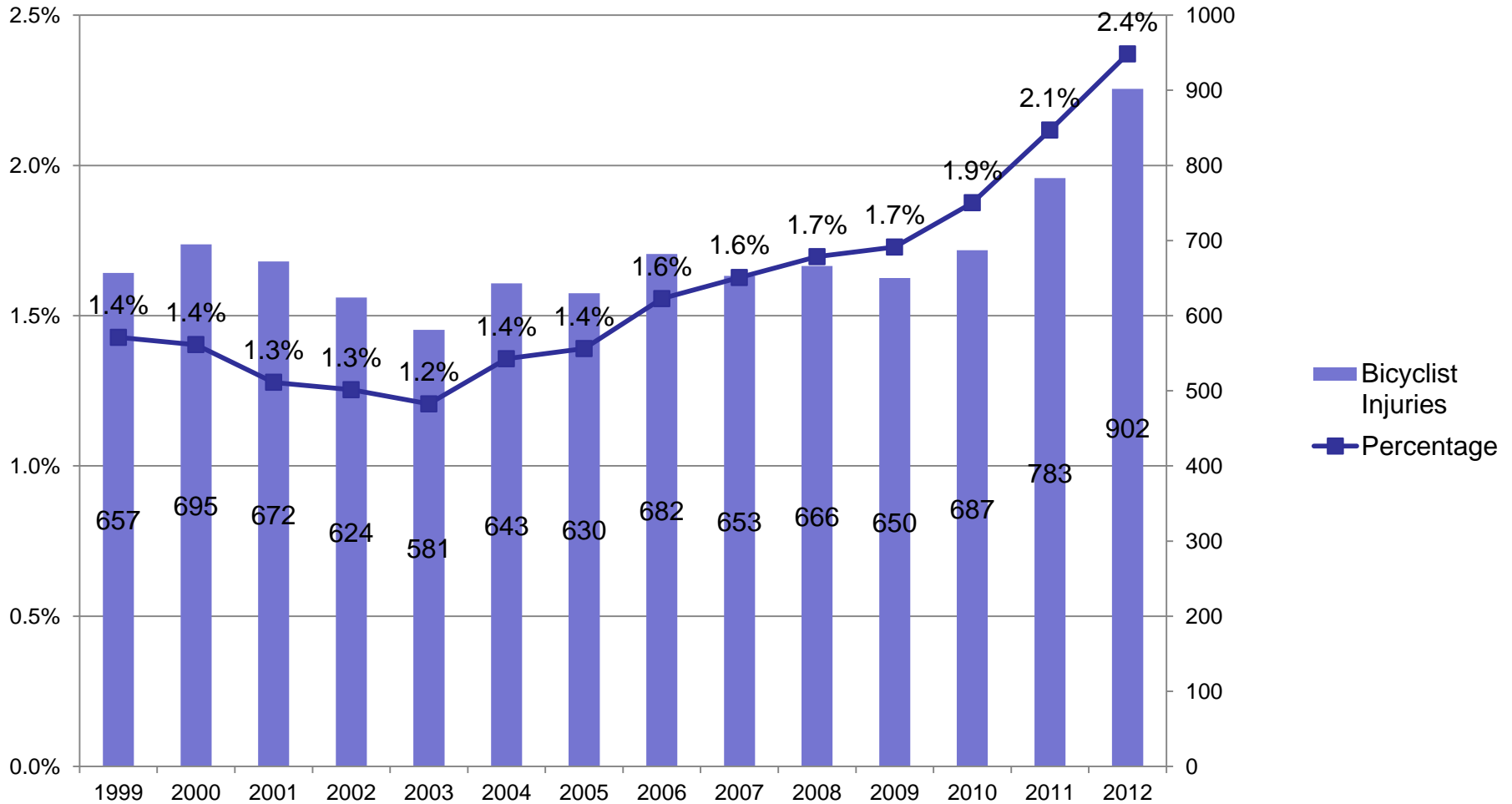
Traffic Fatalities in the Washington Region



Pedestrian Injuries in the Washington Region, 1999-2012



Bicyclist Injuries in the Washington Region, 1999-2012



Chapter 4: Existing Conditions

(Changes since 2010)

- **Bike Lanes**

- Colored lanes
- Buffered lanes
- Now found outside DC, Arlington, & Alexandria

- **Multi-Use Paths**

- **Cycle Tracks**

- **Bike Parking**

- Corrals
- Bike Cages, “Bike ‘N Ride”

- **On line routing and mapping tools**

6/27/2014 ○ Google Maps, RidetheCity, etc.



Capital Bikeshare

- Rapid Growth
 - Opened Fall 2010
 - 2500 bicycles at over 300 stations in DC, Arlington, Alexandria, & Montgomery
 - Over 45,000 annual members
 - 310,322 trips in May 2014
 - 114,107 trips in January 2014
- Bikeshare coincided with rapid growth in bicycling



Chapter 5: Goals & Indicators

- Drawn from Region Forward
- No Change Anticipated since 2010

Chapter 6: Best Practices

- Some changes since 2010
 - More discussion of Complete Streets
 - NACTO Guides

Chapter 7: The 2040 Network

- Will show the major bicycle and pedestrian projects in State and local plans in the Washington Region
 - No fiscal constraint
- Tasks:
 - Complete Bike/Ped Project Database
 - Track changes since 2010
 - Map selected projects
 - Need input from DDOT, Fairfax, and Prince George's Counties

Review Schedule

- July 3rd: Complete Database Update
- July 9th: Post draft plan
- July 15th: Bicycle and Pedestrian Subcommittee Review
- Late August: Brief Plan Work Group
- September 5th: Brief TPB Tech
- September 16: Bike/Ped Subcommittee Approval
- September 17: TPB Information Item
- October: TPB Approval

Follow-On Actions

- Database Updates – Every 2 years
 - Measure progress
 - Tool for generating lists of “ready to go” projects
- Progress Reports to TPB – Every 2 years
 - Projects completed
 - Other indicators as data is available
- Plan Updates
 - Every 4 years
 - General information for bicycle and pedestrian planning in the region
 - Changes in best practices, goals