

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

May 2022 Update

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BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

May 2022



National Capital Region
Transportation Planning Board

Overview

- The TPB approved this plan in May 2022
- Plan provides:
 - An overview of the current state of bicycling and walking in the Washington region
 - Planned bicycle and pedestrian facilities, both funded and unfunded
 - A project database and map
 - A buffer analysis that shows how the planned projects serve population, jobs, activity centers, equity emphasis areas, transit access focus areas, and other TPB priorities
- Plan is updated every 4-6 years
- Project database and map is updated every 2 years



Why Develop a Regional Bike/Ped Plan?

- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
 - Bicycling and walking trends
 - Safety, Complete Streets, and Green Streets
 - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
 - Compiled from agency/jurisdictionally approved plans; includes both funded and unfunded projects



Notable Themes

- *All Ages and Abilities*

A key concept in the draft plan is a *low-stress network* comfortable for use by people of all ages and abilities. The buffer analysis is done on the low-stress network

- *National Capital Trail Network*

The TPB's priority network of long-distance, continuously connected, low-stress facilities for pedestrians and bicyclists

- *Micromobility: Scooters and E-bikes*

A low-stress network implies a design speed no greater than 20 mph. Dual facilities for pedestrians and bicyclists are sometimes used where volumes are high. The Bicycle and Pedestrian Subcommittee continues to monitor these developing issues.

- *Access to Transit/Pedestrian-Oriented Development*

The draft plan describes best practices for pedestrian planning as well as improvements associated with the Transit Access Focus Areas (TAFA) plan.



Relation to other Planning Activities

- *Prioritization of Particular Projects*

TPB offers priority areas, such as the National Capital Trail Network, Transit Access Focus Areas, and Equity Emphasis Areas, but leaves the prioritization of specific projects to the jurisdictions.

- *Consistent with member jurisdiction or agency plans, but not all-inclusive*

The plan draws on State and local long-range plans, but it does not include everything bicycle and pedestrian. Sidewalk projects are typically not included, and developer-built projects may not be included.

- *Ongoing planning processes and programs*

- Subcommittee discussions
- Workshops
- Technical Assistance and Grant Programs (Transportation Land Use Connections, TA, Transit withing Reach, RRSP)



What's in the Draft Plan?

Continuing but Enhanced Content

- Local, regional, state, & federal context for bike/ped planning
- Related COG/TPB policies & activities: Complete Streets, Green Streets, Equity
- Pedestrian and bicycle safety; Street Smart
- Existing facilities/types for walking & bicycling; micromobility
- Best/recommended practices

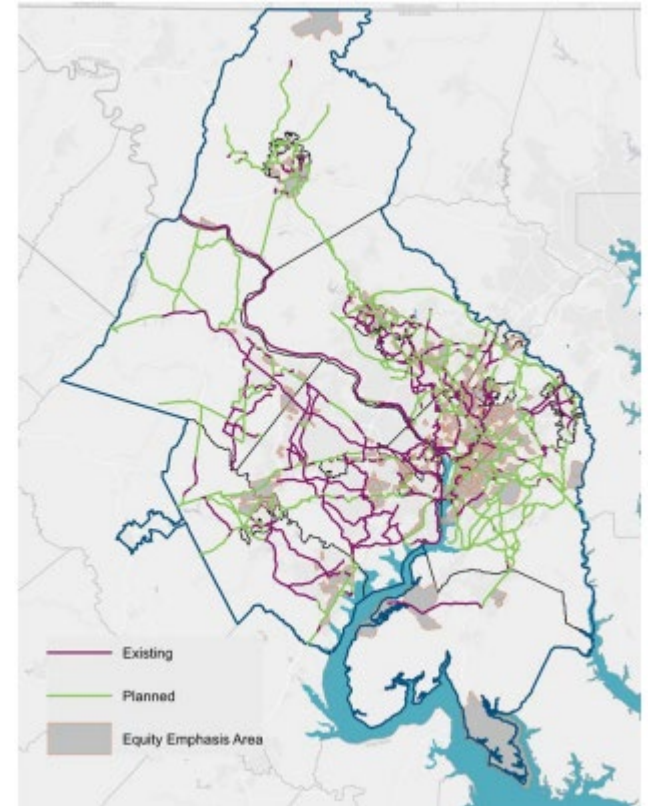
New in 2022

- New federal legislation: IIJA/BIL
- Regional Roadway Safety Program
- 2017/2018 Regional Travel Survey information
- Evolving/emerging facility types
- National Capital Trail Network
- “Fresh start” new 2045 bike/ped network (listings, maps, analyses)
- 2045 bike/ped network interactive dashboard



Planning Context (Chapter 1)

- TPB Plans/Programs – Vision, Visualize 2045, TIP
- Complete Streets and Green Streets policies
- National Capital Trail Network
- Encouragement & funding programs
 - TLC, TAP, TAFA, RRSP, Commuter Connections, Bike-to-Work Day
- Federal guidance & transportation legislation
- State/local/WMATA plans



2020 National Capital Trail Network Map
(Source: COG/TPB)

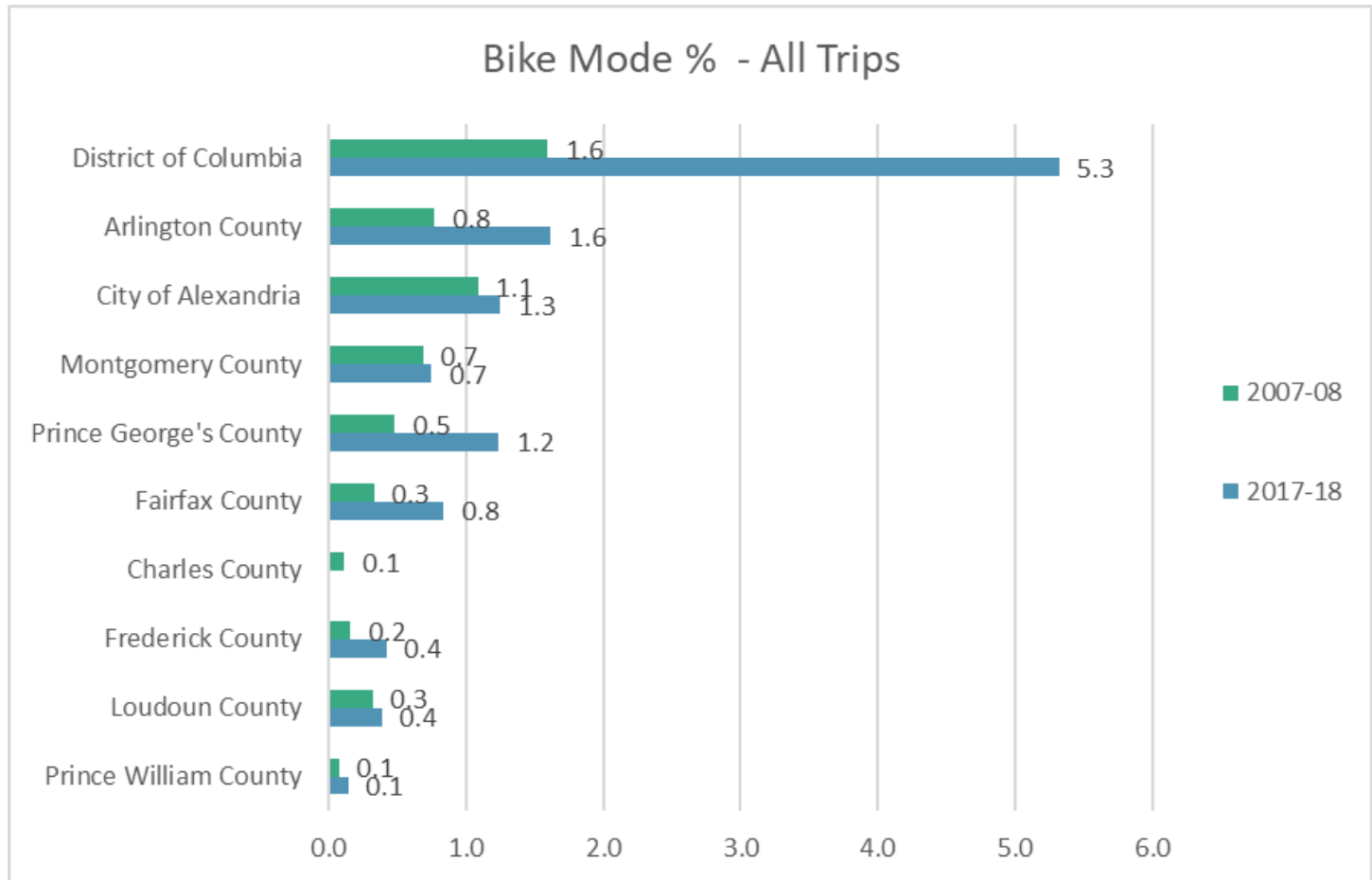
Biking/Walking in the Region (Ch. 2)

- Mode share & travel patterns, drawing on:
 - TPB's Regional Travel Survey
 - Significant increase of bicycling in the region's core
 - US Census Bureau American Community Survey
 - National Household Travel Survey
 - Commuter Connections State of the Commute survey
 - WMATA's Passenger Rail Survey

**62% of
Metrorail
Passengers
Walk to the
Station**



Example: Bike Mode - % of All Trips

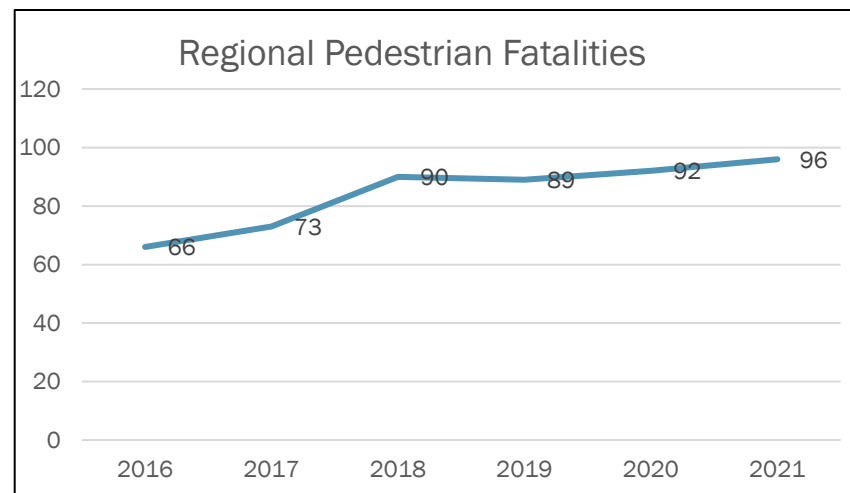


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



Pedestrian & Bicyclist Safety (Chapter 3)

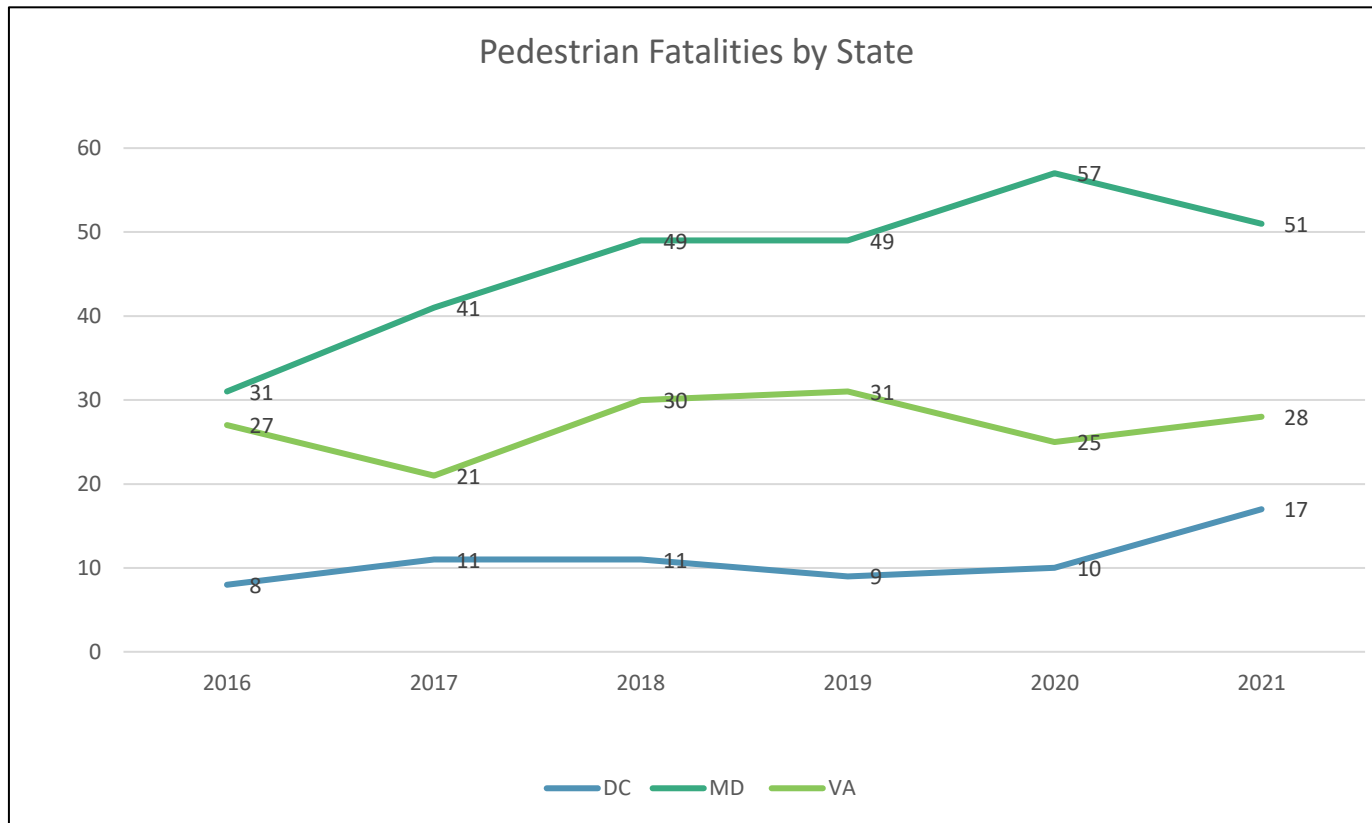
- Pedestrian & bicyclist fatality/serious injury crash trends
- Engineering, education and enforcement
- Pedestrian & bicyclist safety remains a serious concern and challenge – staff and committees are actively working on this through programs such as the Regional Roadway Safety Program and Street Smart



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Pedestrian Fatalities by State



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



Best/Recommended Practices (Ch. 5)

- Detailed discussion of recommended practices at the local level, developed with Bicycle & Pedestrian Subcommittee input, e.g.:
 - Good bike/ped design/accommodation in all transportation projects; facility design and construction standards
 - Provide/improve access for persons with disabilities
 - Interjurisdictional coordination & connectivity; circulation between and within Activity Centers
 - Appropriate roadway widths, curb radii, crossing distances, speeds
 - Bikesharing, micromobility, supporting facilities
 - Education, enforcement, and encouragement
 - Integration of equity into planning



The 2045 Network (Chapter 6)

- Planned network and project list: 2,500 miles, 1,650 projects
 - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
 - “Low stress” = shared use paths/protected bicycle lanes/boulevards
 - 76% of the population and 87% of the jobs will be within a half mile of low-stress network
 - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



The Planned 2045 Network & the NCTN

	Low-Stress Network (Draft Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880	779*
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880**	1,423

*All “planned” miles of the NCTN are also included in the planned draft Bicycle and Pedestrian Plan network.

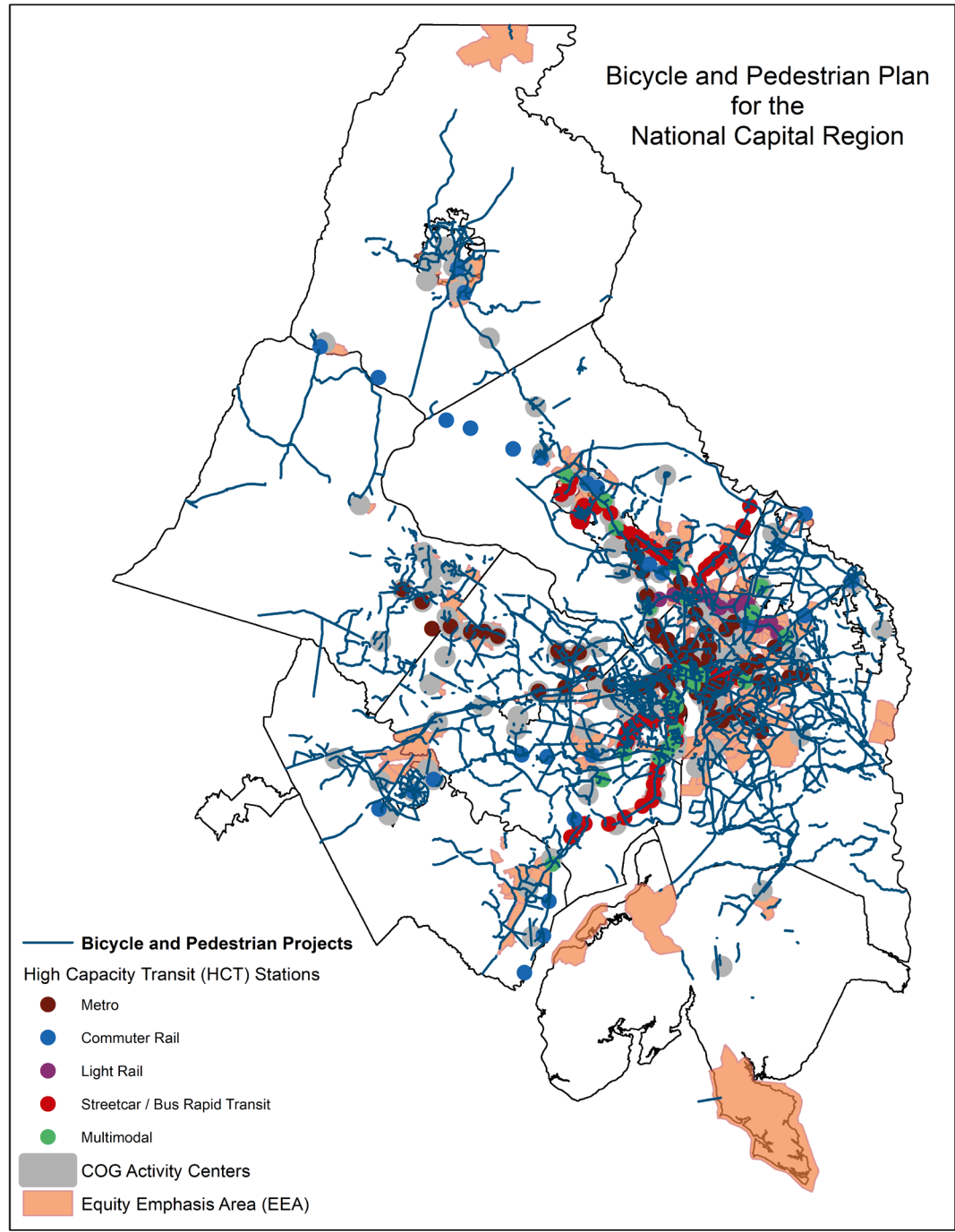
**1,880 of the draft Bicycle and Pedestrian Plan’s overall 2,500 planned miles are considered to be on the “Low-Stress Network”. Source: COG/TPB.



Map of the 2045 Network

Source: COG/TPB

Bicycle and Pedestrian Plan for the National Capital Region



Outlook

- 2024: An updated bike/ped project database and network map
 - Bike/ped plan development is being coordinated with Visualize 2050 update
 - PIT Database Improvements (Version 2.0):
 - Bike/ped projects in the PIT (Project Infotrak) database will be updated in a way that is more consistent with other transportation projects.
 - An improved mapping tool, so that bike/ped projects can be mapped directly from the PIT. All projects that can be mapped will be mapped.
- 2026: Updated Bicycle and Pedestrian Plan



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