



The slide features a blue background with a grid of six icons: a cyclist and bus, a car and pedestrian, a building, a construction worker, a bar chart, a tree, an airplane, and a train. The text on the slide reads: "Regional Transportation Priorities Plan For the National Capital Region TPB Bicycle and Pedestrian Subcommittee February 5, 2014". At the bottom, it includes the date "2/5/2014", the logos for the National Capital Region Transportation Planning Board and Metropolitan Washington Council of Governments, and the text "National Capital Region Transportation Planning Board | Metropolitan Washington Council of Governments".

Purpose



Key Principles



Planning Process

REGIONAL GOALS

Based on the *TPB Vision*



CHALLENGES

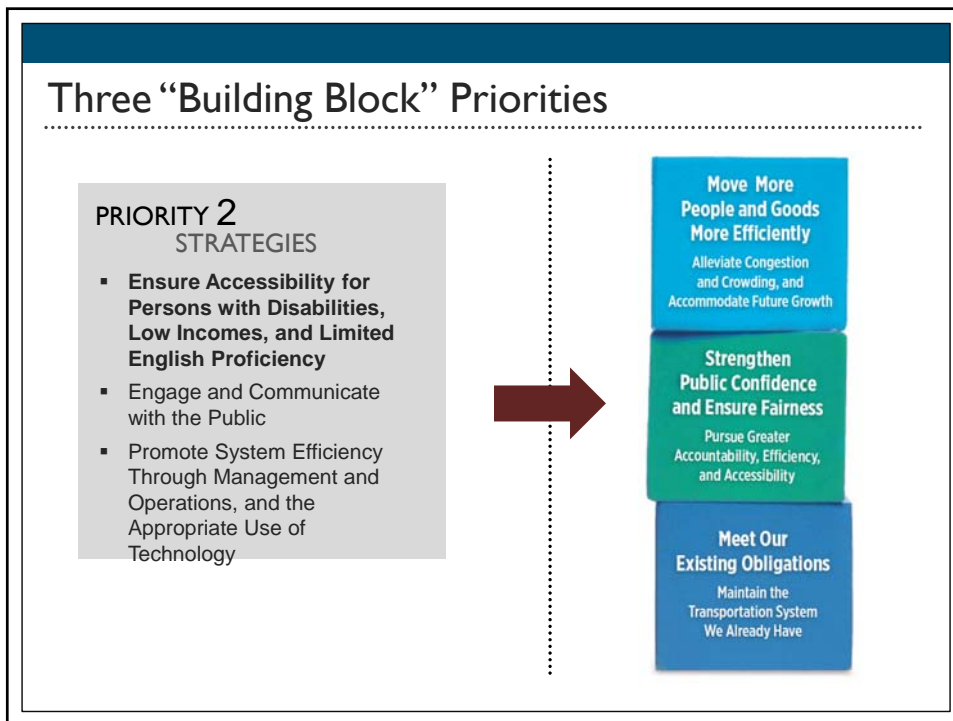
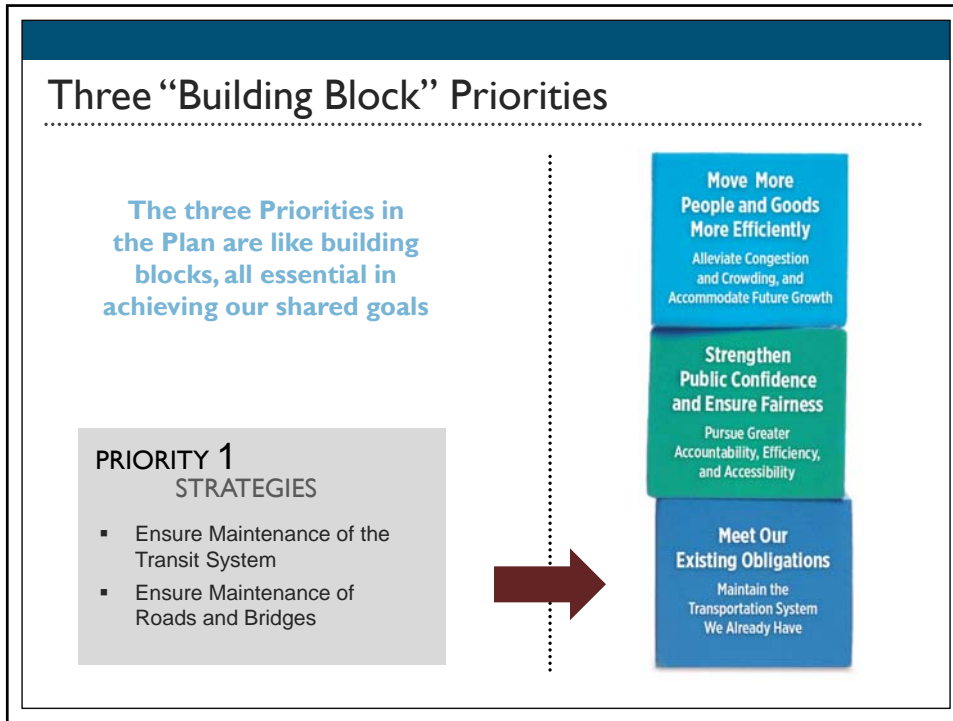
Standing in the way of achieving our goals

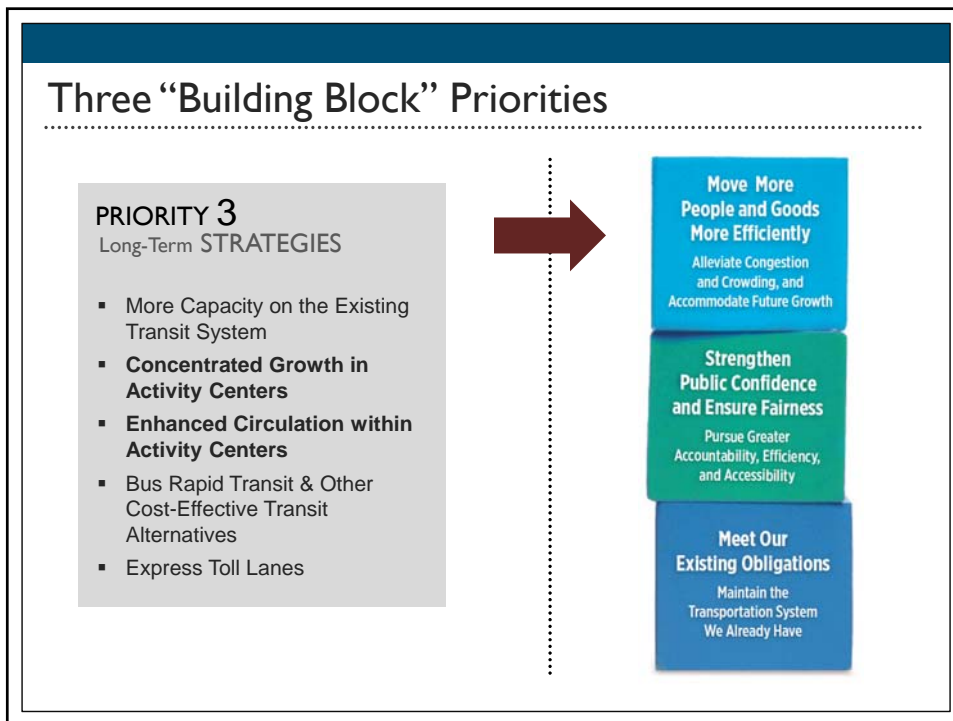
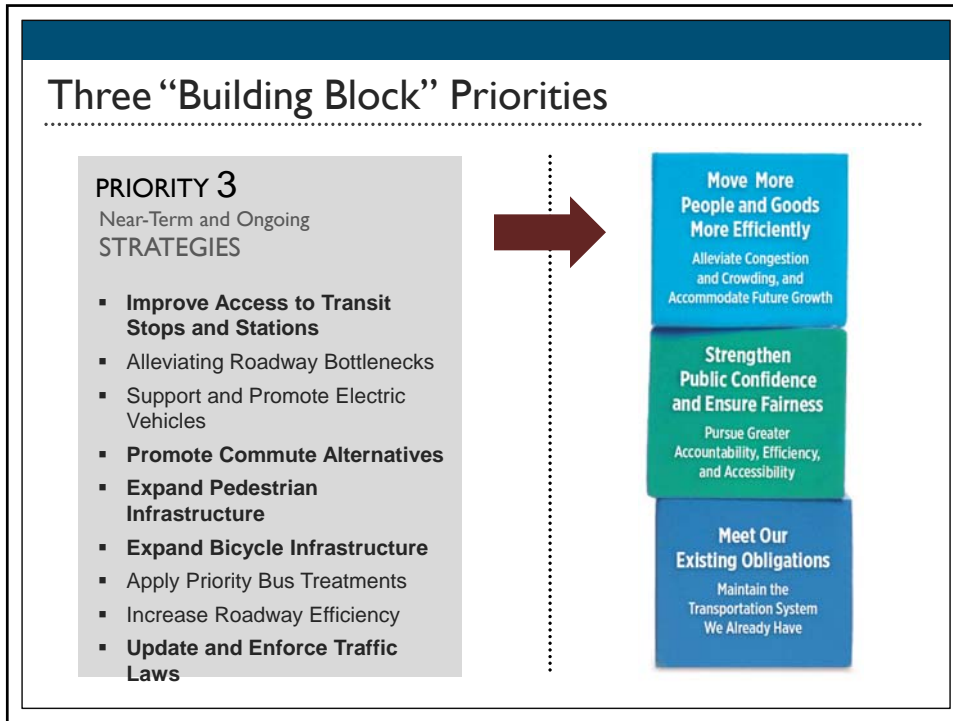
STRATEGIES

With the greatest potential to respond to challenges


- *Near-Term Strategies*
- *Ongoing Strategies*
- *Long-Term Strategies*

A mix of technical work, public outreach, and stakeholder feedback provided input into the development of the Plan.





State of Good Repair & Metro Core Capacity



- Ensure maintenance of roads, bridges, and transit systems
- Fund core capacity improvements
 - *Metro 2025* component of *Momentum*

Bicycle & Pedestrian Elements



Improve Access to Transit Stops and Stations (Near-Term Strategy 1)
 Make it easier and safer to get to bus stops and rail stations, especially by modes other than car.

- Sidewalks, crosswalks, overpasses
- Connect transit to nearby neighborhoods and commercial areas
- Connect to existing infrastructure




Expand Pedestrian and Bicycle Infrastructure (Near-Term Strategies 5 & 6)
 Make bicycling and walking more viable transportation choices for more people in more places.

- Sidewalks, crossings, traffic calming
- Bicycle lanes/paths, bicycle parking, bikeshare
- Workplace amenities for bicyclists


Promote Commute Alternatives (Near-Term Strategy 4)
 Encourage commuters to use travel modes that make efficient use of limited roadway space at peak hours

- Transit, carpool, vanpool, bicycling, walking, telework, living closer to work
- Information and outreach, incentives, employer support

Activity Centers

-  **Concentrated Growth in Activity Centers**
 - Maximizes our existing road and rail infrastructure
 - Supports more efficient modes
-  **Enhanced Circulation within Activity Centers**
 - Improve bike/pedestrian infrastructure, local bus service, and street connectivity
-  **Focus on Activity Centers on the Eastern Side of the Region**
 - Supports job growth and commercial activity in areas that currently lack it
 - Further maximizes benefit of existing infrastructure

Enhanced Circulation within Activity Centers



- Provide and support an array of transportation options for short trips within Activity Centers**
 - Expanded bicycle and pedestrian infrastructure
 - Increased bus services
 - Street connectivity

BRT & Other Cost-Effective Transit



Deploy new lower-cost transit systems that connect Activity Centers and/or major rail stations.

- Particularly in places that are unlikely to be serviced by rail.
- Can be implemented on arterial roads or on limited-access highways.
- Potentially beneficial synergies when combined with express tolling
 - Revenue
 - Free-flowing capacity

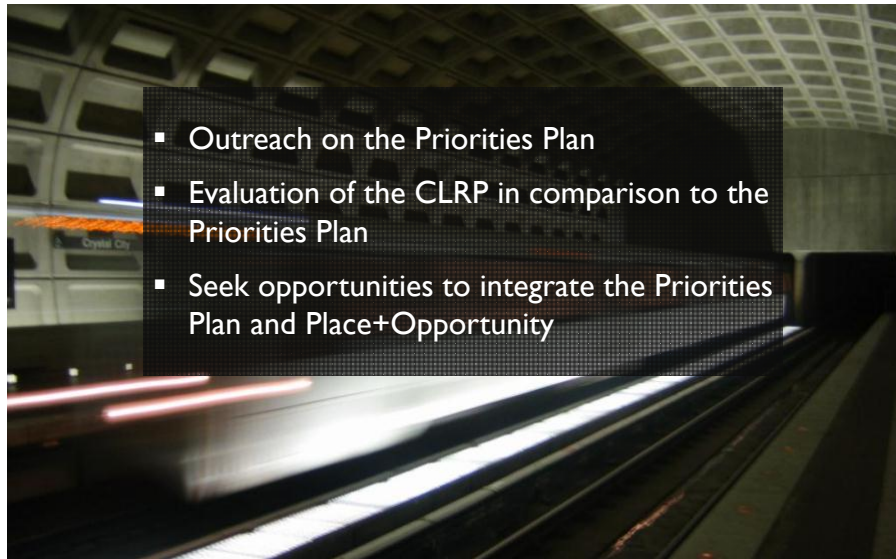
Express Toll Lanes



Use Tolling and Pricing to Manage Congestion and Raise Revenue

- Particularly for new capacity
- On existing capacity when feasible
- Promote seamless tolled systems
- Provide high-quality transit, particularly BRT

Next Steps & Implementation



Thanks!

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www.mwkog.org/transportation/priorities