

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

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Bicycle and Pedestrian Subcommittee
Item #4
January 18, 2022



National Capital Region
Transportation Planning Board

Bicycle and Pedestrian Plan for the National Capital Region – 2015 version

- Purpose:
 - Big picture pedestrian and bicycle trends, policies and projects in the region
 - 25 year time frame
 - Measure progress by tracking completion of bike/ped projects since the last update
- Static, Paper and PDF-oriented
 - Minimal mapping
- Update delayed until after National Capital Trail Network developed

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Bike/Ped Project Database

- Database of major Bicycle and Pedestrian Projects is the core of the plan
 - Last updated in 2014
 - Originally designed (2006) as a list of projects with no associated GIS layers
 - Over 1,000 projects
 - Badly out of date
- Goal for 2022 Plan: A Visual, on-line, map-based plan
 - Any project that can be mapped, will be mapped
 - Use GIS analysis to show how the plan will serve regional goals



A Fresh Approach in 2020

- Create a new database drawn from agency bike/ped plans developed since 2014, and the National Capital Trail Projects
- Combine the Bike/Ped Database with the TIP database through consultant-supported Project Infotrak (PIT)
 - Downside - Discontinuity
 - Benefit - Reduced duplication of effort by consolidating databases



Database Update Process

- Bulk Data Import from Jurisdictions
 - Bulk Data transferred into the PIT
 - Project data edited for consistency, missing or incorrect GIS layers, duplicates
 - Year-long process
- All further edits must go through the Project Infotrak Portal
- On-Line Portal
 - <https://projectinfotrak.mwcog.org/secure/>
 - Use to edit/enter projects
 - Users must register to access database
 - TPB staff must approve users



Status - Complete

Since November we have

- Finalized the database and the network map
- Completed the buffer analysis
- Text edited and re-written, appendixes added
- Eliminated Chapter 5; will use the Visualize 2045 goals

DRAFT Bicycle and Pedestrian Plan
01/14/2022

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION- DRAFT

January 14, 2022 DRAFT



Plan Highlights:

Chapter One: Planning Context

- Regional
 - TPB Plans – Vision, Visualize 2045
 - Complete Streets Policy
 - Capital Trails Network
 - National Capital Trail Network
 - TIP
 - Encouragement & Funding Programs
 - TLC, TAP, TAFA, Safety, Commuter Conn.
- Federal Guidance & Transport Bills
- State Plans
- Local Plans
- WMATA

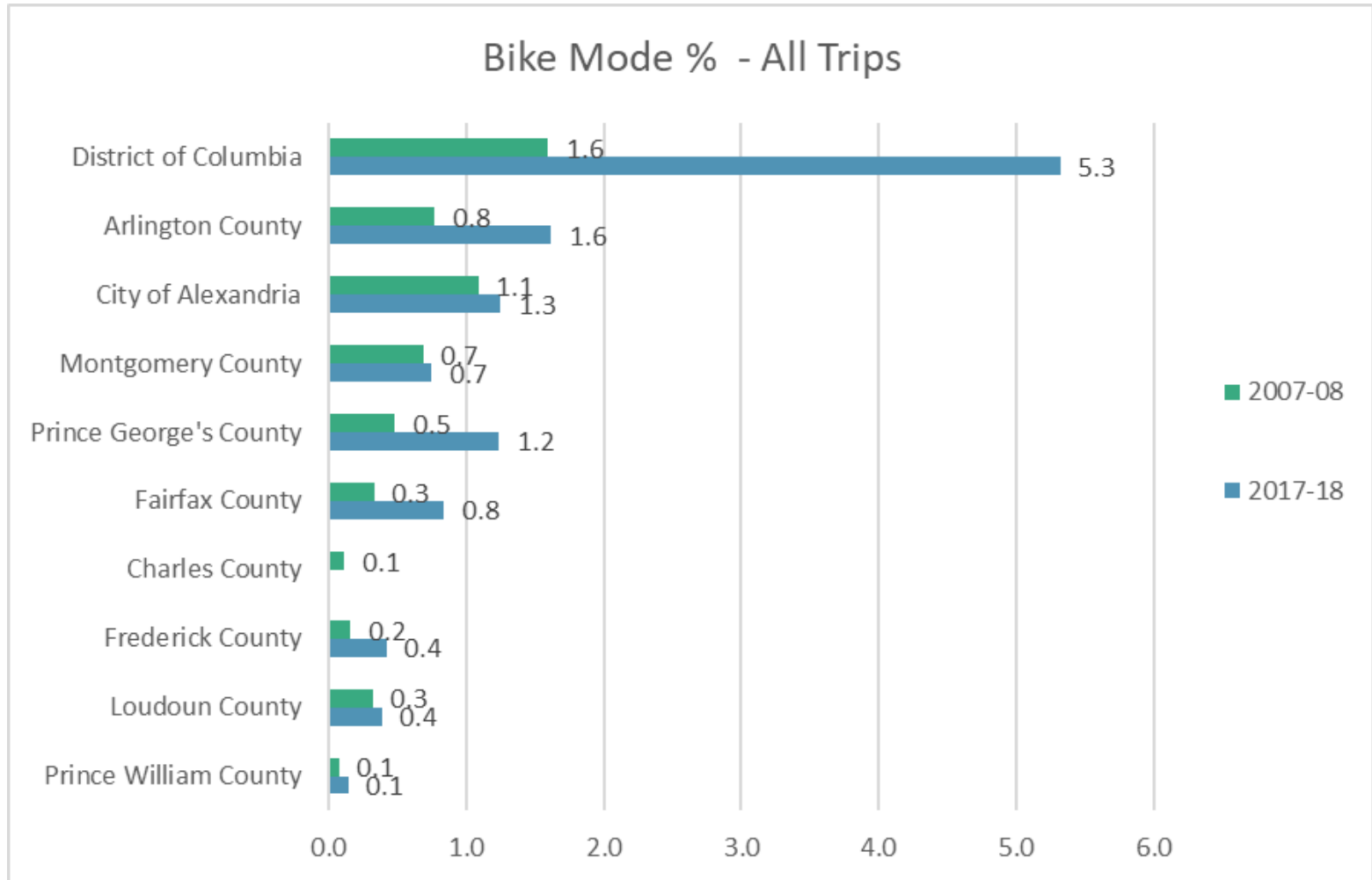


Chapter 2: Bicycling and Walking in the Washington Region

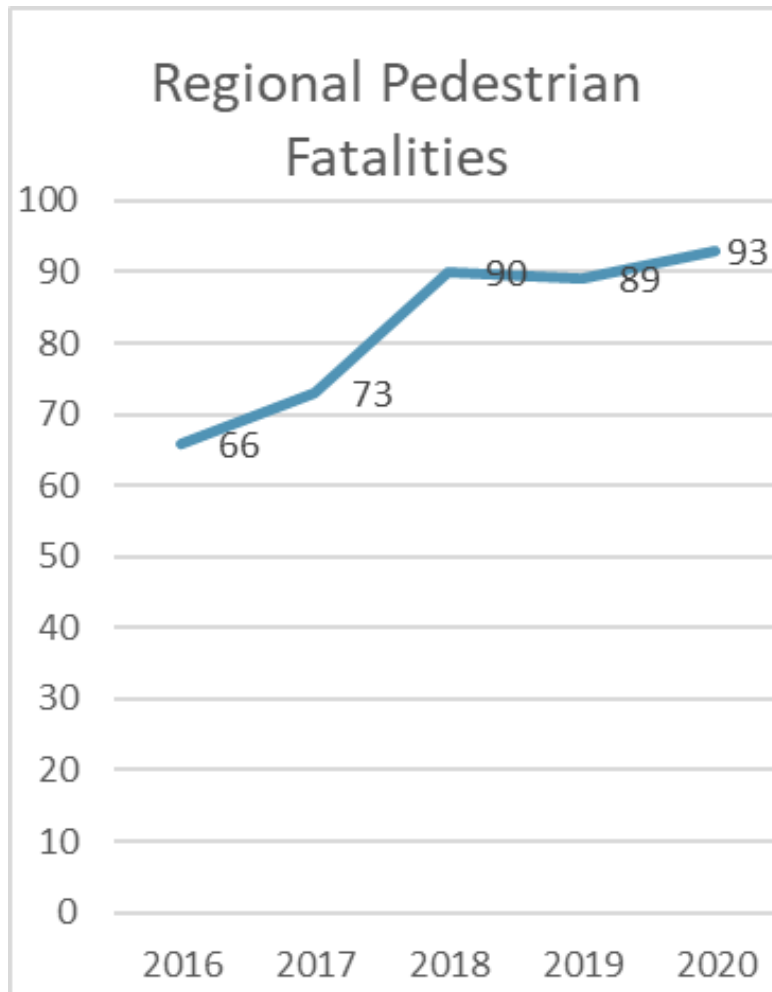
- Mode Share & Travel Patterns. Draws on:
 - TPB's Regional Travel Survey
 - US Census American Community Survey
 - National Household Travel Survey
 - Commuter Connections State of the Commute survey,
 - WMATA's Passenger Rail Survey



Bike Mode - % of All Trips from RTS



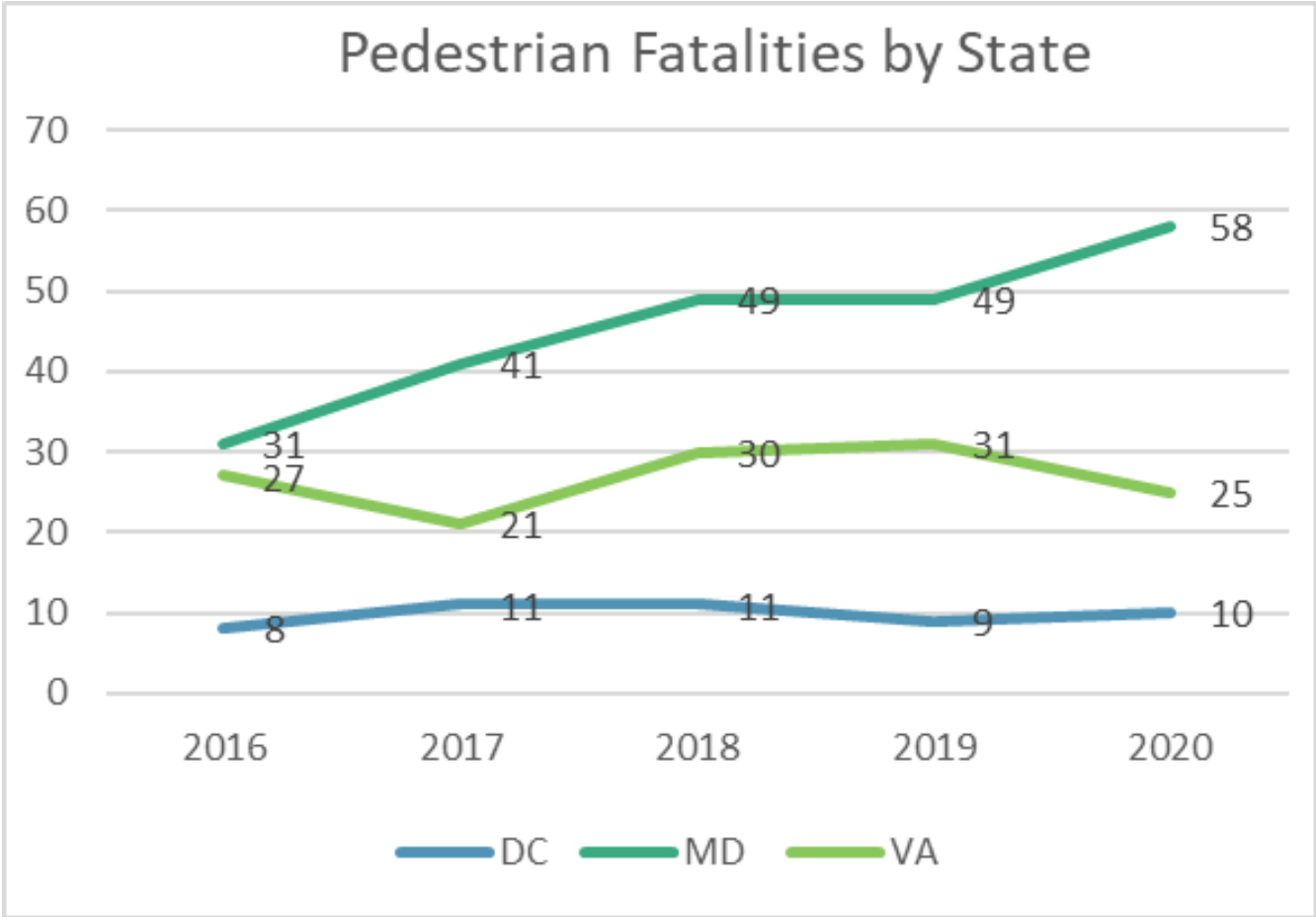
Chapter 3: Pedestrian & Bicycle Safety



- National Trends
- Regional Trends
- By State & Jurisdiction
- “Deep Dive” into contributing factors of Pedestrian Crashes
- “Street Smart”



Pedestrian Fatalities by State



Chapter 4: Existing Conditions for Walking and Bicycling

- Facility Types
- Pedestrian Access to Transit
- Bike Parking
- Capital Bikeshare
- Shared Micro-Mobility



Chapter 5: Recommended Practices

- Detailed discussion of best practices for encouraging walking and bicycling at the local and the regional level.
- Old language, but has aged well
- Developed with Subcommittee input
- No change from November

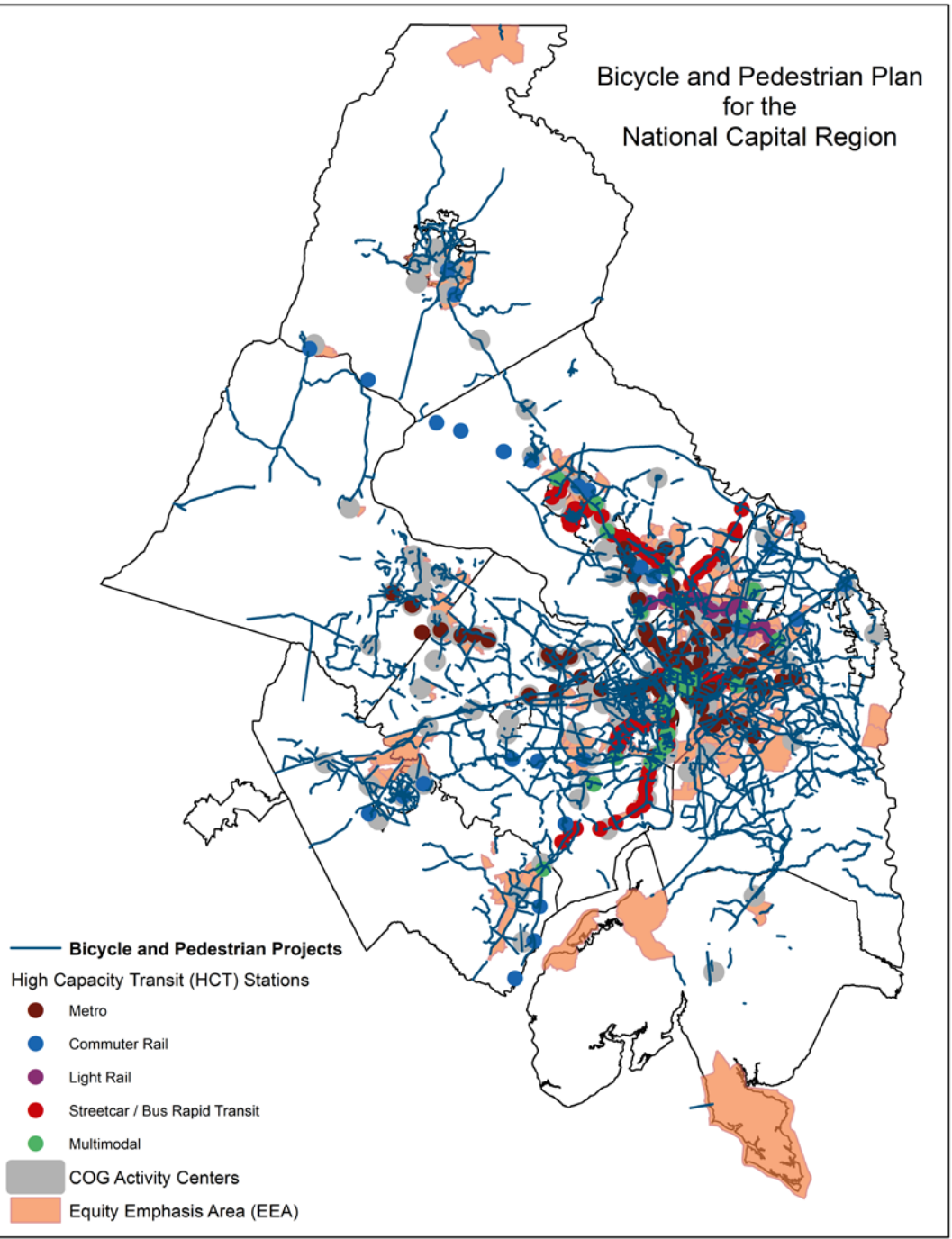


Chapter 6: The 2045 Network

- Planned Network and Project List
- 2500 miles, 1650 projects
- Buffer Analysis shows:
 - Population, Jobs, Households within 1/2 mile of a high-quality, low stress facility
 - Activity Centers, Equity Emphasis Areas, and Transit Access Focus Areas with a planned bike/ped facility
- \$5 billion cost projection based on mileage



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Next Steps

- Committee Review
 - TPB Tech – February 4
 - TPB Mail-out – January 27
 - Please provide any comments or corrections by January 25
 - TPB briefings
 - For information – March
 - For approval – April
 - Complete the Interactive Map and Database
 - Main public engagement tool for the plan



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