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As was discussed in Chapter One, both the Vision of the Transportation Planning Board (1998) and the Region Forward (2010) vision plan of the Council of Governments encourage walking and bicycling. *Region Forward*, a vision for the National Capital region in 2050, was adopted in January 2010. The goals of *Region Forward* are broader than those of the TPB *Vision*, encompassing areas such as public safety, land use, economic development, housing, and the environment. For transportation, *Region Forward* builds on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities.

Region Forward 2050 includes a set of goals, and targets and indicators that will help measure whether those goals are being met.

Goals	Targets	Indicators	Suggested Indicators (SMART?)
Transit-oriented, compact, walkable mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth	Reduce daily vehicle miles traveled (VMT) per capita.	Transit, bicycle and walk share in Regional Activity Centers	Pedestrian and Bicycle Infrastructure Construction <ol style="list-style-type: none"> 1. Centerline mileage of bike lane built 2. Mileage of Cycle Track built 3. Mileage of Side Path Built 4. Mileage of Multiuse path built 5. Bicycle and pedestrian bridges and underpasses built 6. Public bicycle parking <ul style="list-style-type: none"> • Number of Short-term rack spaces provided • Number of long-term sheltered/secure spaces provided • Bike lockers • Bike cages/bike parking structures • Staffed bike stations 7. Private Bicycle Parking <ul style="list-style-type: none"> • Short term/racks • Long term 8. Number of Streetscaping projects completed/funds expended. 9. Number of street trees planted 10. Funds expended on sidewalk

			<p>programs.</p> <ol style="list-style-type: none"> 11. Number of pedestrian intersection improvement projects completed 12. Number of countdown signals installed 13. Number of speed humps, mini traffic circles, and other traffic calming devices installed. <p>Access to Transit</p> <ol style="list-style-type: none"> a. Number of bus stops with sidewalks b. Number of bus stops at controlled street crossings c. Square feet of development within 1/8 mile and within 1/4 mile of rail transit. d. Bike share stations and bike share bikes at rail stations and transit hubs e. Bike share stations and bike share bikes within 3 miles of a rail station or transit hub f. Bike parking <ol style="list-style-type: none"> i. Rack spaces ii. Lockers iii. Bike cage, bike parking structure spaces <p>Bike Sharing</p> <ol style="list-style-type: none"> 1. Number of bike sharing stations 2. Number of bike sharing bicycles 3. Number of bike share trips per day & per bike share bike. <p>Adopt complete streets policies</p> <ol style="list-style-type: none"> 1. Jurisdictions with complete streets policies
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			2. Percentage transportation projects compliant with Complete Streets policies (feasible?).
A transportation system that maximizes community connectivity and walkability , and minimizes ecological harm to the region and the world beyond.	Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's (bicycle and pedestrian) plan.	Street/node ratio for Regional Activity Centers	<p>Mode Share</p> <ol style="list-style-type: none"> 1. Walk and bike commute mode share 2. Walk and bike mode share. 3. Pedestrian and bicyclist counts 4. Pedestrian Access to Transit Mode Share 5. Bike Access to Transit mode share <p>Connectivity</p> <ol style="list-style-type: none"> 1. Street/node ratio for the pedestrian network (feasible?) 2. Street/node ratio for the bicycle network (feasible?)
A broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.	<p>Prioritize walking and biking options by improving pedestrian and bicycle networks, especially in the regional activity centers. Planning and street improvements will focus on:</p> <ul style="list-style-type: none"> • Wide sidewalks • Street trees • Mixed-use development • Pedestrian-friendly public spaces • Bike stations near transit hubs 	Square feet of mixed-use development	<ul style="list-style-type: none"> ○ Walk and bicycle commute mode share. ○ Walk and bike mode total share <p>Pedestrian and Bicyclist Fatalities and Injuries</p> <ol style="list-style-type: none"> 1. Pedestrian fatalities and injuries 2. Pedestrian fatalities and injuries per capita 3. Pedestrian fatalities and injuries per pedestrian trip (depends on household travel survey data) 4. Pedestrian fatalities and injuries per pedestrian commute trip (American Community Survey) 5. Bicyclist fatalities and injuries 6. Bicyclist fatalities and injuries per capita 7. Bicyclist fatalities and injuries per bicycle trip (depends on household travel survey) 8. Bicyclist fatalities and injuries per bike commute trip (American Community Survey)

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	<ul style="list-style-type: none"> • Bike lanes • Bike sharing 		
Safe and healthy communities	<p>Increase the share of walk, bike and transit trips</p> <ul style="list-style-type: none"> • Give people options to meet everyday needs locally by building mixed-use developments 	Reduced pedestrian and bicyclist fatalities	<p>Education</p> <ol style="list-style-type: none"> 1. Number of school children trained in safe walking and bicycling 2. Increase in recognition of key safety messages by the general public 3. Public awareness of pedestrian and bicyclist traffic rules and best practices 4. Number of Bike to Work day participants
	<p>Reduce pedestrian and bicyclist fatalities</p> <ul style="list-style-type: none"> ○ Build sidewalks, bike lanes, and other improvements ○ Narrower local streets ○ Better crossings ○ Lower speeds for vehicles on local streets and arterials <p>More education and enforcement</p>		<p>Enforcement</p> <ol style="list-style-type: none"> 1. Number of pedestrian-related and bicycle-related citations and warnings issued as part of the Street Smart campaign. <ol style="list-style-type: none"> a. Speeding b. Speeding, school zone c. Reckless driving d. Passing stopped school bus e. Failure to yield to pedestrian or bicyclist f. Cross against the signal (pedestrian) g. Walk into the path of motor vehicle outside marked or unmarked crosswalk. h. Ignore traffic light (bicyclist) i. Wrong way riding j. Ride on sidewalk where prohibited