

# **Item 3: Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region**

Michael Farrell  
DTP

Presentation to the  
TPB Technical Committee

January 9th, 2015

# Slides for the TPB

January 21<sup>st</sup> Meeting

# **Item X: Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region (DRAFT)**

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# Changes Since December Briefing

- TPB was briefed on the draft Plan on December 17th
- Comments received
  - From TPB, TPB Technical Committee, Citizens Advisory Committee, and a number of other jurisdictions and agencies.
    - Added language on Bicycle Beltway working group
    - Will consider ongoing ways to strengthen our pedestrian focus
  - Technical Corrections Made
  - See comment/response memorandum for details
- On-line Interactive Map & Visualization Created
  - Linked to project database

Bicycle and Pedestrian Plan for the National Capital Region



DRAFT November 7, 2014

National Capital Region Transportation Planning Board

# Next Steps

- Request that TPB adopt the revised Bicycle and Pedestrian Plan for the National Capital Region
- Maintain and Improve On-Line Mapping and Visualization
  - Maps linked to project database
  - Other information can be added
  - More accessible to the public
  - Updates as information becomes available
- Full Project Database Update
  - Every 2 years
- Plan Update
  - Every 4 years

# Additional Information for TPB Technical Committee

# Comments/Responses

## Comments

- MDE
  - Remove language from Ch. 3 that appears to blame pedestrians for crashes & promote driving
  - Define jurisdiction abbreviations, explain some terms, typos
  - Chart/text consistency/clarity
  - Mention bicyclists more in describing the Street Smart program
  - Clarify VA dooring law
- CAC members
  - Add commitment to winter de-icing of trails
  - Track/report mode share for school children
  - Use GIS bike network to do a service area analysis, & a connectivity or gap analysis.
  - Paper map design issues
  - Strengthen pedestrian focus, consider developing a separate pedestrian plan in the future.

## Responses

### MDE

- Added suggested language on necessity of walking, text clarifications
- Added definition of abbreviations, terms, corrected typos
- Street Smart includes bicyclists, but most resources currently go to pedestrians; the language reflects the program.
- VA has no dooring law

### CAC

- Added snow removal to recommended practices.
- Will analyze existing Household Travel Survey data for school mode share as a follow-on action.
- GIS-based analysis is a possible follow-on action
- Addressed within size limits. The on-line mapping overcomes most of the problems inherent in a paper map.
- Will have at least one pedestrian-focused workshop in 2015, emphasize separate safety benchmarks for pedestrians

# Comments/Reponses

(continued)

## Comments

### WMATA

Suggested amended language on access to transit

### TPB Tech

- Correct cost estimates
- Add more projects from Loudoun County

### TPB

- Discuss the Bicycle Beltway Working Group
- Add the draft plan to the Bicycle and Pedestrian Planning section of the web site

## Safe Routes to School Regional Partnership

Amend description of Safe Routes to School activities

## Responses

### WMATA:

Added the amended language

### TPB Tech

- Made corrections to the cost estimates provided by the jurisdictions. Most of the projects in the plan do not have a cost estimate. The project level cost estimates, even when available, are not used to estimate the total cost of the plan.
- Worked with Loudoun County staff to add additional projects

### TPB

Made requested changes

### SRTS

Updated Safe Routes to School text.



# On-Line Mapping and Visualization of the Plan

- GIS-based Maps
  - Convey information from the plan Interactively
    - State, Jurisdictional, and Agency Plans
    - Bicycle and Pedestrian Projects
      - » Linked to the project database
    - Mode share
    - Bike counts
    - Safety
- Include relevant features from other programs
  - US Census Explorer
  - Capital Bikeshare
  - Street Smart

# Samples From the On-Line Visualization - Under Development

The screenshot displays the 'Map Journal Builder' interface. At the top, there are navigation options: 'SETTINGS', 'SHARE', 'VIEW LIVE', and 'HELP'. A 'Pending changes' notification is visible in the top right corner. The main area features a map of the Washington region with various jurisdictions highlighted in different colors. A pop-up window for 'Frederick' is open, providing information and a link to the 'Bicycle & Pedestrian Planning' document. The sidebar on the right contains the following content:

- TPB Bicycle & Pedestrian Subcommittee**
- 2014 Bicycle and Pedestrian Plan**  
*For the National Capital Region*
- Planning Context**

This *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by a number of regional, state, and local policy statements, plans, and studies, including the *Vision and the Regional Transportation Priorities Plan (RTPP)* of the Transportation Planning Board, the *Region Forward 2050* vision of the Council of Governments, federal and state guidance on provision of bicycle and pedestrian facilities, the *Constrained Long Range Plan and Transportation Improvement Program*, and state and local bicycle and pedestrian plans.

This plan is intended to help fulfill the goals of the *TPB Vision, RTPP* and *Region Forward 2050* for bicyclists and pedestrians. It includes performance measures that will show progress towards the *Vision and Region Forward* goals.
- Non-jurisdiction specific plans and resources:**
  - Maryland Department of Transportation
  - National Capital Planning Commission
  - Virginia Department of Transportation
  - Virginia Department of Transportation Northern Virginia Office
  - WMATA
  - DDOT Bike and Pedestrian related Information
- Source: Bicycle and Pedestrian Plan for the National Capital Region, 2014**
- Bicycling & Walking in the Washington Region**

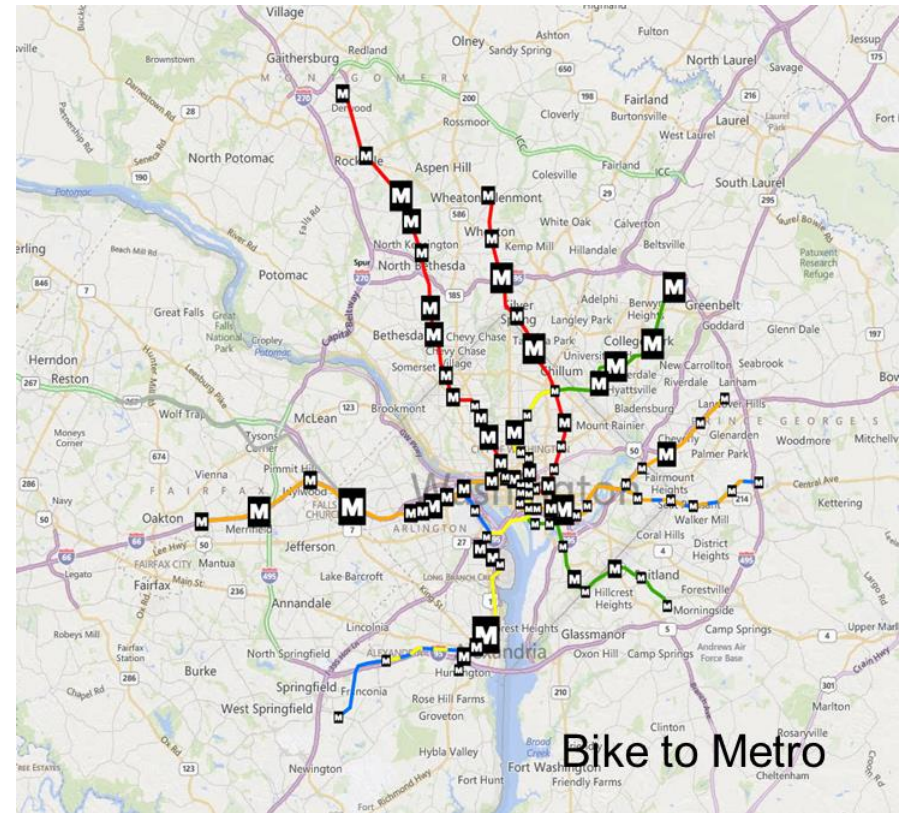
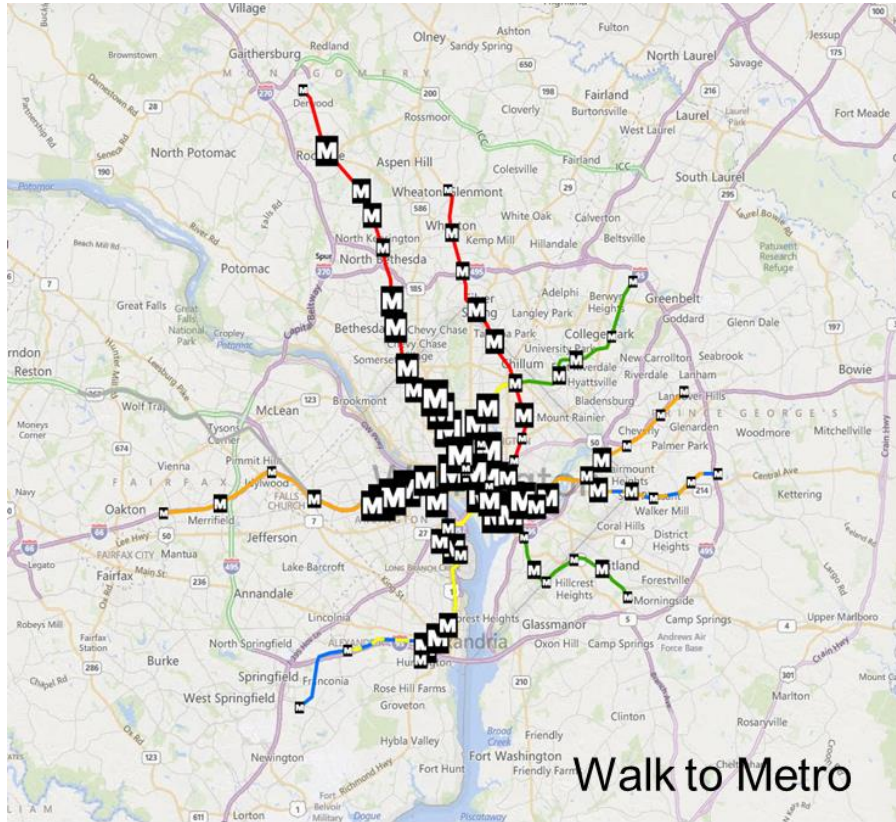
Photo: Collection of images displaying cyclists/pedestrians in action

The state of bicycling and walking in the Washington region includes success stories, challenges, and opportunities for improvement. Data from the 2007/2008 Household Travel Survey, the U.S. Census, surveys, and other sources provide an understanding of where bicycling and walking are found throughout the region, as well as who is walking and bicycling. These data may point to opportunities for increasing these activities, and support the need to consider bicycling and walking in overall roadway and transit planning and engineering.

The American Community Survey is a nationwide survey designed to provide communities a fresh look at how they are changing. It is a critical element in the Census Bureau's decennial census program. The ACS produces 1-year, 3-year, and 5-year estimates. Highlighted in the following sections you will find "Journey to Work" data for the National Capital Region. (factfinder)

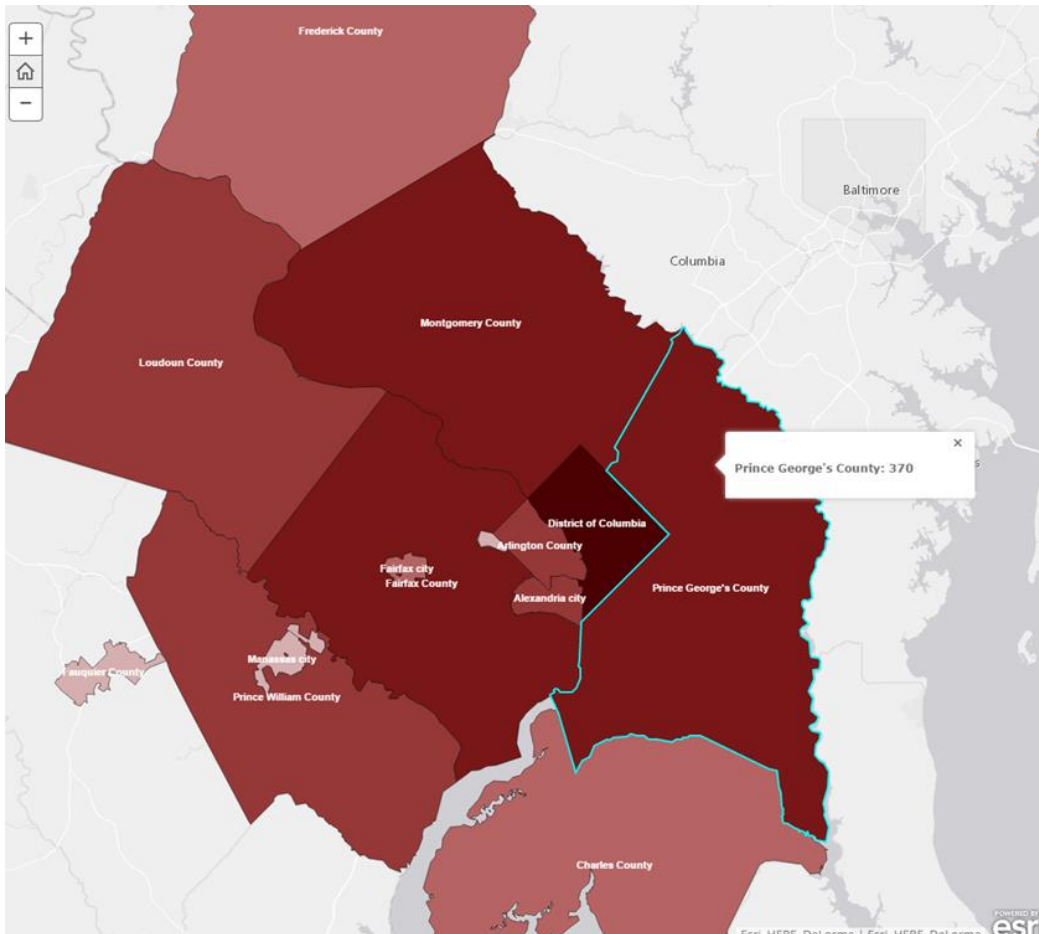
At the bottom of the sidebar, there are buttons for 'ADD SECTION' and 'ORGANIZE'. The map is powered by Esri, HERE, DeLorme, NGA, USGS, and Esri, HERE, DeLorme.

# Access to Metro





# Pedestrian Injuries in 2012

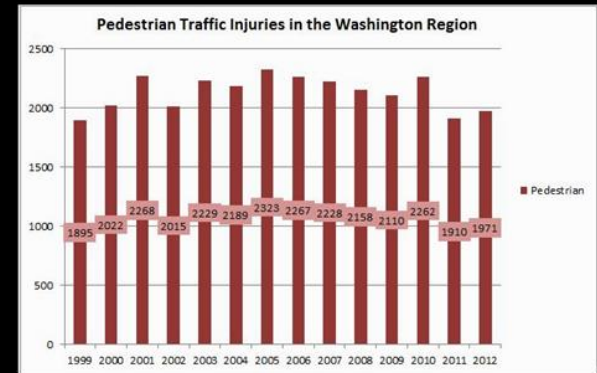


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2014 Bicycle and Pedestrian Plan  
For the National Capital Region

## Pedestrian Injuries: by jurisdiction

Pedestrian injuries exact a steep toll as well. Of the approximately 3000 persons hit by motor vehicles every year in the region, 90% suffer some sort of injury. Approximately 500 injured pedestrians every year require more than 24 hours of hospitalization, which at an average cost of about \$25,000 leads to more than \$12 million in hospitalization charges alone. This is probably only a fraction of the total financial costs, which would include costs for those hospitalized for less than 24 hours, further medical care, disability, and lost time at work. Many of the people being hit can ill afford such a setback.



Source: Bicycle and Pedestrian Plan 2014; Northern Virginia Injury Prevention Prevention Center, INOVA Regional Trauma Center (2005). *Pedestrian Injury in the Washington, D.C. metropolitan Region*

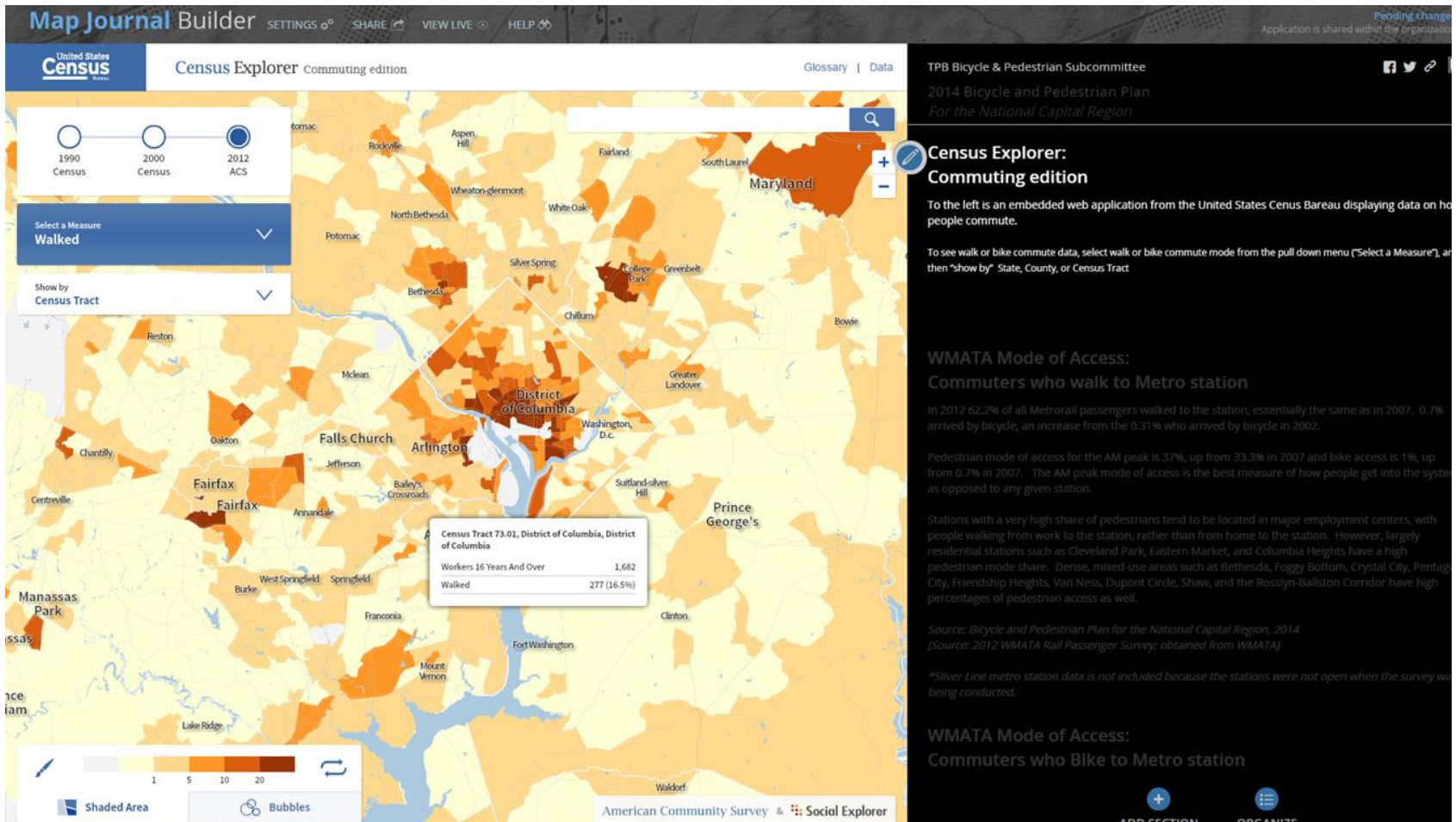
## Bicyclist Injuries: by jurisdiction

After many years of stability, bicycling injuries jumped from 687 in 2010, to 902 in 2012. The increase in bicycling injuries is likely related to the rapid increase in bicycling in the urban core jurisdictions. Bicycling is increasing faster than bicycline injuries, so the estimated injury rate per trip has declined.

ADD SECTION

ORGANIZE

# Census Explorer: Mode Share by Census Tract



# On-line Project Database

Map Journal Builder
SETTINGS 
SHARE 
VIEW LIVE 
HELP

No pending change  
 Application is shared within the organization

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## Bicycle and Pedestrian Plan

FOR THE NATIONAL CAPITAL REGION

Projects may be searched by name, jurisdiction, state, or lead agency. To select projects on more than one criteria (for example, projects in Fairfax County, VA with VDOT as the lead agency), click the "and" button after each category.

**Search Criteria** [Last Results View](#)  
[List All](#)

<b>Project Name</b>	<input type="text"/>	And <input type="radio"/>	Or <input type="radio"/>
<b>Jurisdiction</b>	<input type="text"/>	And <input type="radio"/>	Or <input type="radio"/>
<b>State</b>	<input type="text" value="Select"/>	And <input type="radio"/>	Or <input type="radio"/>
<b>Agency</b>	<input type="text" value="Select"/>	And <input type="radio"/>	Or <input type="radio"/>

[Submit Search](#) [Reset](#)

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2014 Bicycle and Pedestrian Plan  
For the National Capital Region

In addition, hundreds of miles of signed on-road bicycle routes will be created. In many cases roads are designated for improvement as bicycle routes, but the exact nature of the improvement – bike lane, widened shoulders, wide outside lane, shared lane markings, signs – has not yet been determined.

Thirty-one major pedestrian intersection improvements will be carried out, and fifteen pedestrian/bicycle bridges or tunnels will be built. Hundreds of intersections will receive new crosswalk signals, and ongoing sidewalk improvement programs will retrofit sidewalks in areas where they are missing.

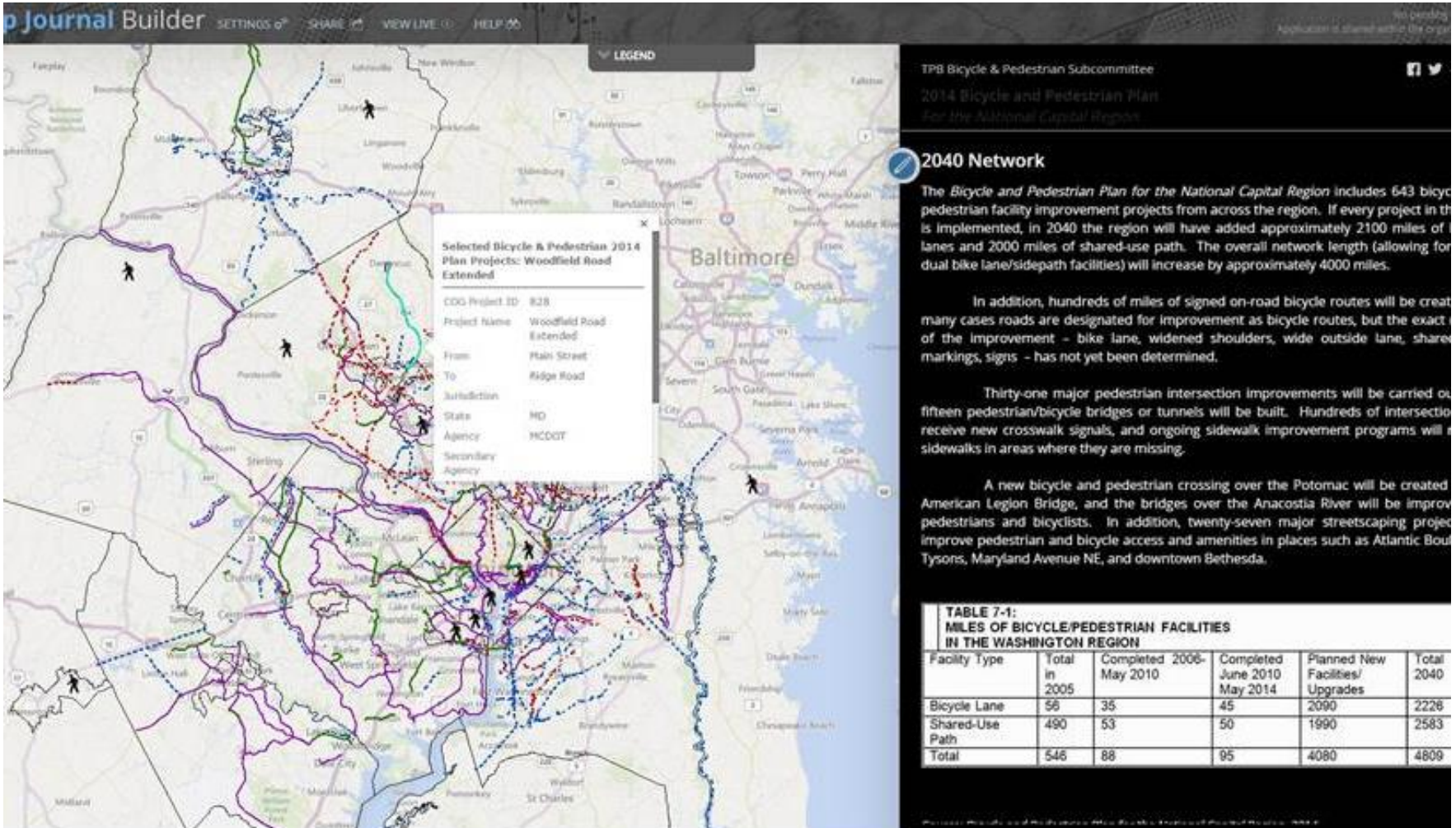
A new bicycle and pedestrian crossing over the Potomac will be created at the American Legion Bridge, and the bridges over the Anacostia River will be improved for pedestrians and bicyclists. In addition, twenty-seven major streetscaping projects will improve pedestrian and bicycle access and amenities in places such as Atlantic Boulevard, Tysons, Maryland Avenue NE, and downtown Bethesda.

Facility Type	Total in 2005	Completed 2006- May 2010	Completed June 2010 May 2014	Planned New Facilities/ Upgrades	Total 2040 in
Bicycle Lane	58	35	45	2090	2226
Shared-Use Path	490	53	50	1990	2583
<b>Total</b>	<b>548</b>	<b>88</b>	<b>95</b>	<b>4080</b>	<b>4809</b>

*Source: Bicycle and Pedestrian Plan for the National Capital Region, 2014.*



# 2040 Network



# Bicycle and Pedestrian Planning Activities in 2015

- Bicycle Beltway Work Group
  - Identify a circumferential bicycle route or routes around the Washington region
- National Park Service Regional Trails Plan
- Hold two or more training workshops
  - at least one on pedestrian issues
- Identify a short list of top priority unfunded bicycle or pedestrian projects
- Maintain and Enhance the On-line Visualization of the Bicycle and Pedestrian Plan