

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION APPROVING AN UPDATE TO THE
BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TPB's policy priorities emphasize the following:

- The Transportation Vision for the 21st Century, adopted in 1998 calls for:
 - Convenient bicycle and pedestrian access
 - Making the region's transportation facilities safer, more accessible and less intimidating for pedestrians, bicyclists, and persons with special needs
 - Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers
 - Increased transit, ridesharing, bicycling and walking mode shares
 - Implementing a regional bicycle/trail/pedestrian plan and including bicycle and pedestrian facilities in new transportation projects and improvements
- The TPB's Regional Transportation Priorities Plan, adopted in 2014, emphasizes walking and bicycling as an achievable, cost-effective strategy to enhance access and make better use of existing transportation infrastructure
- The TPB's Aspirational Initiatives call for Improving Walk and Bike Access to Transit
- The TPB adopted the National Capital Trail Network (TPB Resolution R5-2021) calling for a continuous pedestrian and bicycle network of over 1,400 miles of trails and other low-stress facilities, serving the entire region in an equitable manner
- The TPB adopted Resolution R3-2021 to establish a regional roadway safety policy, and associated roadway safety and equity policy statements to reduce fatalities and serious injuries on the National Capital Region's roadways (with an emphasis on pedestrian and bicyclist safety); and

WHEREAS, the TPB adopted predecessor plans to the 2022 Bicycle and Pedestrian Plan for the National Capital Region in 1991, 1995, 2006, and 2010, as well as most recently adopting the 2015 Bicycle and Pedestrian Plan for the National Capital Region; and

WHEREAS, this update to the bicycle and pedestrian plan identifies the capital improvements, studies, actions, and strategies the region proposes to carry out by 2045 for major bicycle and pedestrian facilities; and

WHEREAS, this update to the bicycle and pedestrian plan includes both funded and unfunded projects, and is advisory to the long-range transportation plan (Visualize 2045) and a resource for planners and interested members of the public; and

WHEREAS, the 2022 Bicycle and Pedestrian Plan utilizes an on-line project database to facilitate keeping the regional project list accurate and up-to-date, as well as facilitating tracking and reporting of progress; and

WHEREAS, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee has advised the development of the plan update; and

WHEREAS, at the March 16, 2022 meeting, the TPB was briefed on the draft update to the bicycle and pedestrian plan; and

WHEREAS, at the March 4, April 1, and May 6, 2022 meetings, the TPB Technical Committee reviewed and recommended favorable action on the update to the bicycle and pedestrian plan.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the enclosed updated 2022 Bicycle and Pedestrian Plan for the National Capital Region.