
Overview

The *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2030 for major bicycle and pedestrian facilities. The National Capital Region Transportation Planning Board (TPB), composed of governments and agencies from around metropolitan Washington, has developed this plan with the support of its Bicycle and Pedestrian Subcommittee. The plan builds upon the 1998 *TPB Vision* to guide the region's transportation investments into the 21st Century. This plan is an update of the *Bicycle and Pedestrian Plan for the National Capital Region* which was adopted in July 2006. ~~is the first all-new regional plan specifically for bicycle facilities since 1995, and represents the first ever regional pedestrian facilities plan.~~

In addition to building upon the *TPB Vision*, the *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. These include the Council of Government's Region Forward 2050 vision~~TPB's *Transportation and Community and System Preservation Greenways and Circulation Systems Reports* (published in 2001);~~ the TPB's regularly updated Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP); federal and state guidance on bicycle and pedestrian facilities; and a wealth of state and local bicycle and pedestrian plans from around the region.

The *Bicycle and Pedestrian Plan for the National Capital Region* is intended to be advisory to the CLRP and TIPs, and to stand as a resource for planners and the public. In contrast to the CLRP, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects – projects in this plan may not yet have funding identified to support their implementation.

Planning Context

A number of federal, state, and local activities, as noted above, provide the planning context (Chapter 1) for this document. Jurisdictions and agencies around the region maintain active bicycle and pedestrian planning and coordination programs. Within this context, the TPB incorporates bicycle and pedestrian considerations into overall regional transportation planning, bike-to-work components of the Commuter Connections program, the Transportation-Land Use Connections program, and the region's Access for All Committee concerning minority, low-income, and disabled communities. The TPB supports bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region.

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Bicycling and Walking in the National Capital Region

The state of bicycling and walking in the Washington region (Chapter 2) includes success stories, challenges, and opportunities for improvement. Data from [the 2008 and 1994 COG household travel surveys](#), 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.

Safety

Bicycle and pedestrian safety (Chapter 3) is a key challenge for the region. The plan describes the scope of the safety problem, its geographic and demographic distribution across the region, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. Unfortunately, throughout the region bicycle and pedestrian safety issues are found. The region and member agencies are actively pursuing a number of engineering, enforcement, and educational strategies to reduce deaths and injuries.

Existing Facilities

The Washington region benefits from a number of popular bicycle and pedestrian facilities in place in our communities (Chapter 4). The region's transit agencies have also worked to provide access and accommodation of bicycling and walking to and on their systems. A goal of this plan is to complement and augment the existing system of facilities.

Best Practices

Convenient and safe bicycle and pedestrian access is a key goal of the TPB's *Vision*. To help achieve this, the Bicycle and Pedestrian Subcommittee developed a set of recommended best practices (Chapter 5) for the design and implementation of bicycle and pedestrian facilities, as well as for the incorporation of bicycling and walking considerations into overall roadway and transit design. Best practices are based upon national and state laws and guidelines.

Planned Bicycle and Pedestrian Facilities and Improvements

Improvements included on the plan's list of regional bicycle and pedestrian projects (overview in Chapter 6 and the full listing in Appendix A) were identified, submitted and reviewed by agency staffs of TPB member jurisdictions.

The plan includes approximately 350 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan were implemented, in 2030 the region will have added over 200 miles of bicycle lanes, over 400 miles of shared-use paths, hundreds of miles of signed bicycle routes (signage without additional construction), more than 50 pedestrian intersection improvements, and a number of pedestrian/bicycle bridges or tunnels. Two new bicycle and pedestrian crossings over the Potomac would be created, at the American Legion and Woodrow Wilson Bridges, and bridges over the Anacostia River would be improved for pedestrians and bicyclists. In addition, major streetscaping projects would improve pedestrian and bicycle access and amenities in Ballston, Bethesda, Clifton, Haymarket, Manassas, Tysons Corner and other locations.

Since the adoption of the plan in July 2006 a number of projects from the plan have been fully or partially completed , including Since July 2006, X miles of multi-use path, X miles of bike lane, and X miles of side path have been added.

Costs

Total estimated cost of projects in the draft plan is about \$530 million (2006 dollars). 35% of the plan projects have specific agency-submitted cost estimates, totaling about \$190 million of the \$530 million. About \$110 million of the \$190 million is for projects included in the CLRP. For the remaining 65% of draft plan listings project-specific cost estimates were not available. Total estimated cost for projects without an agency-submitted estimate was imputed on a mileage and project type basis at about \$340 million of the \$530 million. Cost estimates should be considered as order-of-magnitude and in most cases do not reflect engineering-level estimates.

Completed and partially completed projects from the 2006 plan cost approximately \$XXX, or \$X per year.

On-Line Resources

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from an on-line plan project database, a resource separate from the printed document. For the first time, Bicycle and Pedestrian Subcommittee members were able to view, enter, and edit their project listings on-line. This on-line database will facilitate keeping the regional list accurate and up-to-date, and will facilitate integration of information from this plan into the region's

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Constrained Long-Range Plan and Transportation Improvement Program as necessary. An on-line version of this plan also will be maintained for public access on the TPB's Web site at <http://www.mwcog.org>, under transportation/planning activities/bicycle and pedestrian planning. The on-line database shall be brought up to date not less than once per year, and a report on the progress of the projects in the plan shall be made to the Transportation Planning Board.

Outlook

Overall, the TPB's *Vision* calls for convenient, safe bicycle and pedestrian access, walkability in regional activity centers and the urban core, reduced reliance on the automobile, increased walking and bicycling overall, inclusion of bicycle and pedestrian facilities in new transportation projects and improvements, and implementation of a regional bicycle and pedestrian plan. The *Bicycle and Pedestrian Plan for the National Capital Region* provides a blueprint for making the region a better place for bicycling and walking.