

# BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

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## Draft 2022 Update

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Transportation Planning Board  
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# Overview

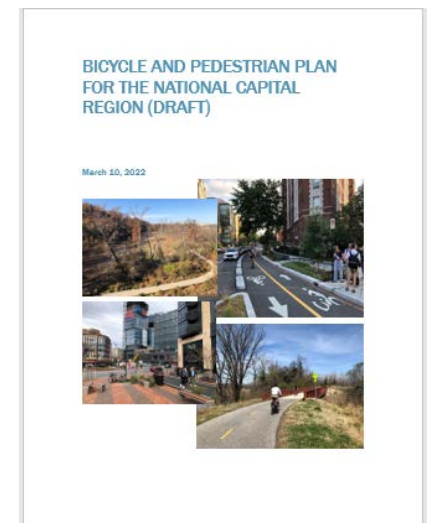
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- This briefing is on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region
  - When finalized, this plan will succeed the existing plan approved by TPB in 2015
  - Follows development and TPB approval of the National Capital Trail Network in 2020
  - Utilizes recent enhancements to the plan-supporting bicycle and pedestrian projects database
  - Incorporates emerging aspects of bike/ped planning
- Draft plan was included with today's meeting materials



# Why Develop a Regional Bike/Ped Plan?

- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
  - Bicycling and walking trends
  - Safety, Complete Streets, and Green Streets
  - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
  - Compiled from agency/jurisdictionally approved plans; includes both funded and unfunded projects



# What's in the Draft Plan?

## Continuing but Enhanced Content

- Local, regional, state, & federal context for bike/ped planning
- Related COG/TPB policies & activities: Complete Streets, Green Streets, Equity
- Pedestrian and bicycle safety; Street Smart
- Existing facilities/types for walking & bicycling; micromobility
- Best/recommended practices

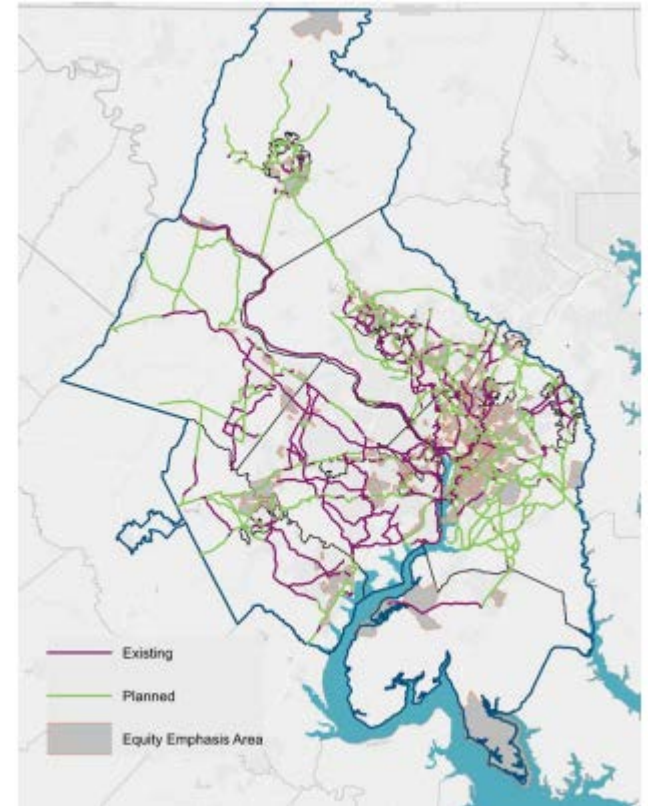
## New for 2022

- New federal legislation: IIJA/BIL
- Regional Roadway Safety Program
- 2017/2018 Regional Travel Survey information
- Evolving/emerging facility types
- National Capital Trail Network
- “Fresh start” new 2045 bike/ped network (listings, maps, analyses)
- Coming soon: 2045 bike/ped network interactive dashboard



# Planning Context (Chapter 1)

- TPB Plans/Programs – Vision, Visualize 2045, TIP
- Complete Streets and Green Streets policies
- National Capital Trail Network
  - Encouragement & funding programs
    - TLC, TAP, TAFA, RRSP, Commuter Connections, Bike-to-Work Day
- Federal guidance & transportation legislation
- State/local/WMATA plans



2020 National Capital Trail Network Map  
(Source: COG/TPB)

# Biking/Walking in the Region (Ch. 2)

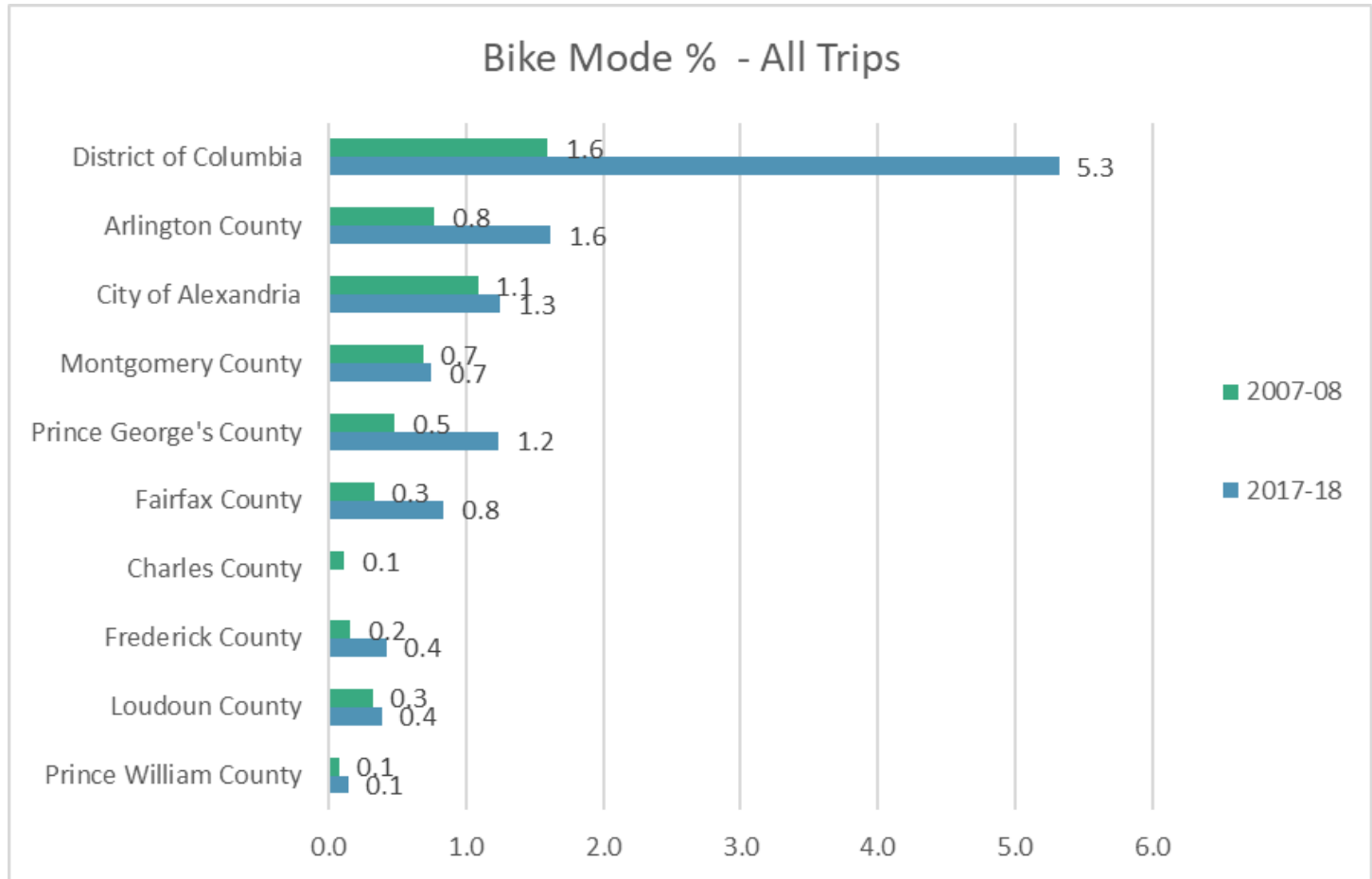
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- Mode share & travel patterns, drawing on:
  - TPB's Regional Travel Survey
    - Significant increase of bicycling in the region's core
  - US Census Bureau American Community Survey
  - National Household Travel Survey
  - Commuter Connections State of the Commute survey
  - WMATA's Passenger Rail Survey

**62% of  
Metrorail  
Passengers  
Walk to the  
Station**



# Example: Bike Mode - % of All Trips

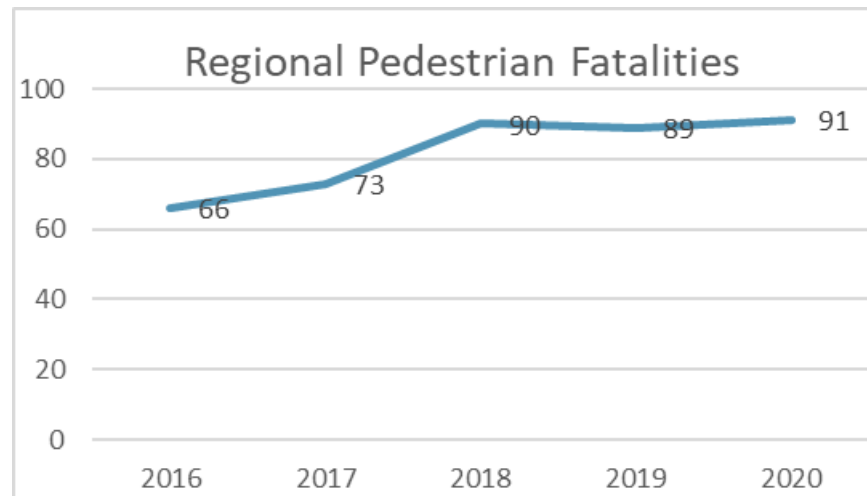


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



# Pedestrian & Bicyclist Safety (Chapter 3)

- Pedestrian & bicyclist fatality/serious injury crash trends
- Engineering, education and enforcement
- Pedestrian & bicyclist safety remains a serious concern and challenge – staff and committees are actively working on this through programs such as the Regional Roadway Safety Program and Street Smart



Source: COG/TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.





# Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



# Best/Recommended Practices (Ch. 5)

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- Detailed discussion of recommended practices at the local level, developed with Bicycle & Pedestrian Subcommittee input, e.g.:
  - Good bike/ped design/accommodation in all transportation projects; facility design and construction standards
  - Provide/improve access for persons with disabilities
  - Interjurisdictional coordination & connectivity; circulation between and within Activity Centers
  - Appropriate roadway widths, curb radii, crossing distances, speeds
  - Bikesharing, micromobility, supporting facilities
  - Education, enforcement, and encouragement
  - Integration of equity into planning



# The 2045 Network (Chapter 6)

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- Planned network and project list: 2,500 miles, 1,650 projects
  - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
  - “Low stress” = shared use paths/protected bicycle lanes/boulevards
  - 76% of the population and 87% of the jobs will be within a half mile of low-stress network
  - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



# The Planned 2045 Network & the NCTN

	Low-Stress Network (Draft Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880*	779**
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880	1,423

\*1,880 of the draft Bicycle and Pedestrian Plan’s overall 2,500 planned miles are considered to be on the “Low-Stress Network” (2021 estimates).

\*\* “Planned” miles of the National Capital Trail Network (2020 estimates, subject to updates/technical corrections) are also included in the planned draft Bicycle and Pedestrian Plan network.

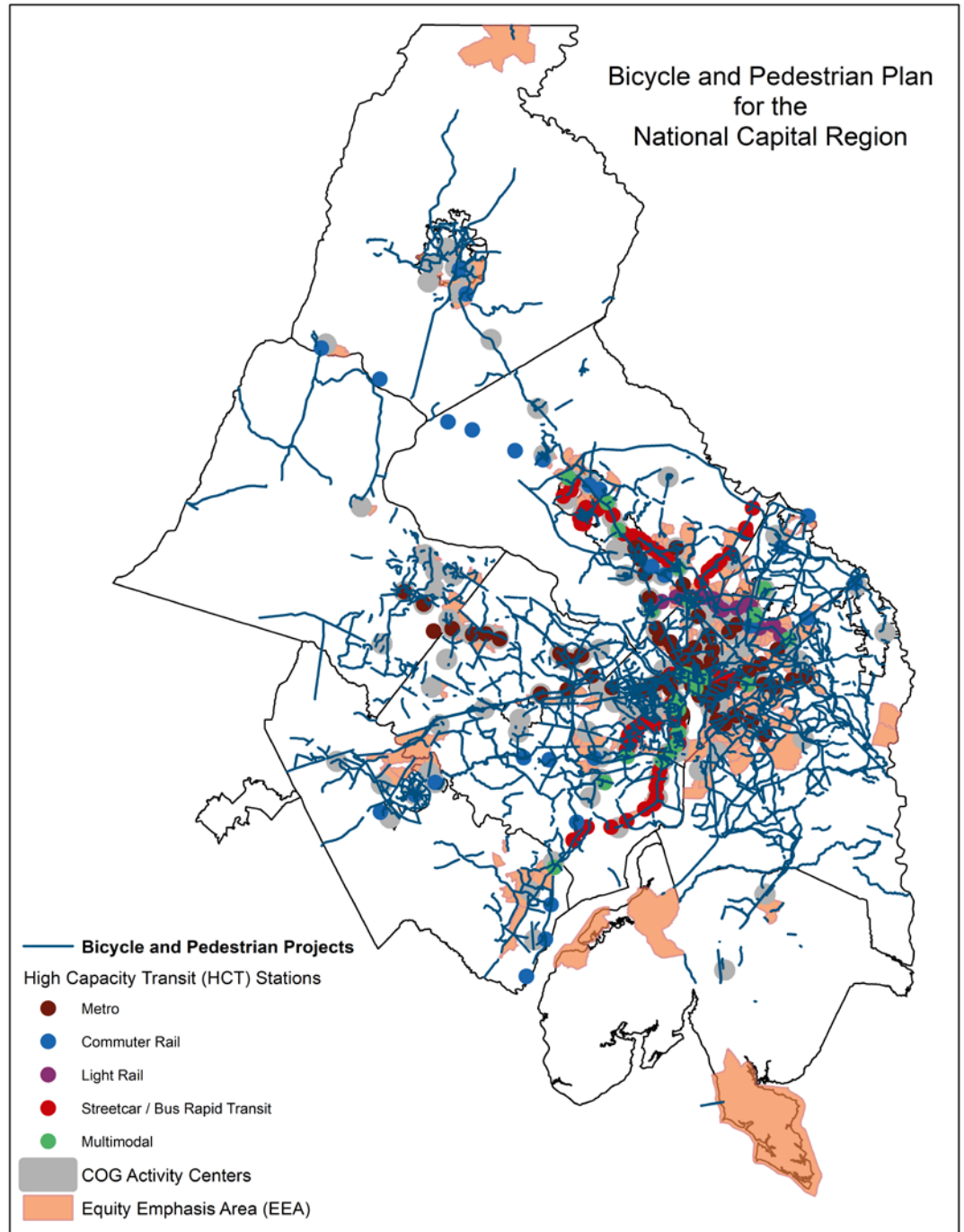
Source: COG/TPB.



# Map of the 2045 Network (DRAFT)

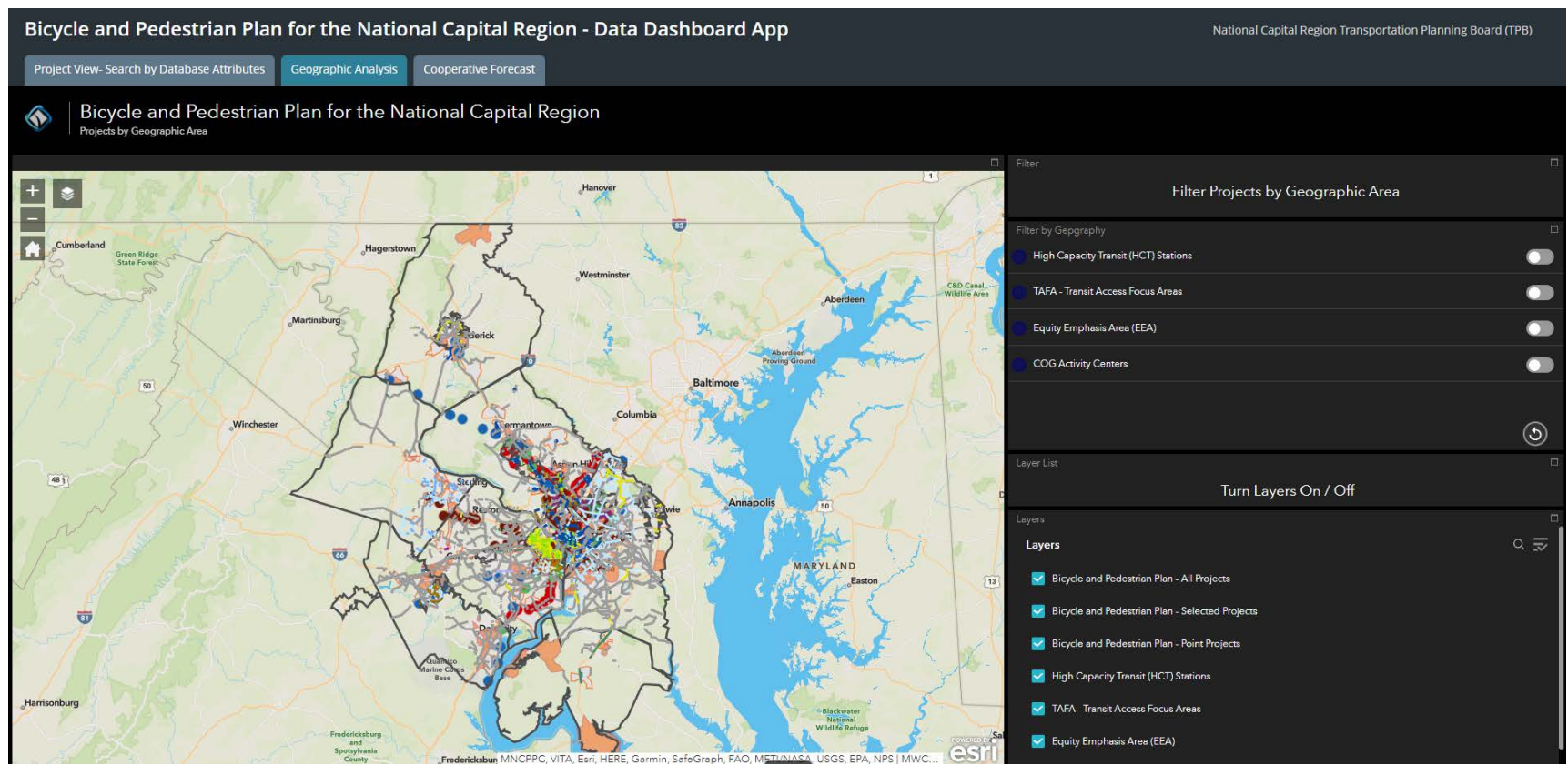
Source: COG/TPB

## Bicycle and Pedestrian Plan for the National Capital Region



# Data Dashboard App (Coming Soon)

- On-line tool will allow map-based analysis and visualization



# Outlook

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- Bike/ped plan development has been coordinated with development of the Visualize 2045 update
- Draft presented to committees including Access for All, Community Advisory Committee, TPB Technical Committee, and Bicycle & Pedestrian Subcommittee
- Now accepting comments on this version, slated to return with a revised draft for the May 18 TPB meeting
  - Staff will incorporate changes/technical corrections as feasible, and finalize/deploy the data dashboard
  - Moving forward, the plan database will be updated periodically/more frequently
- TPB will be asked to approve the final plan at the May 18 meeting



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