### Item 9: Update on the Bicycle and Pedestrian Plan for the National Capital Region

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Presentation to the National Capital Region Transportation Planning Board

January 21st, 2015

### **Changes Since December Briefing**

- TPB was briefed on the draft Plan on December 17<sup>th</sup>
- Comments received
  - From TPB, TPB Technical Committee, Citizens Advisory Committee, and a number of other jurisdictions and agencies.
  - Technical corrections made
- On-line Interactive Map & Visualization Under Development

Bicycle and Pedestrian Plan for the National Capital Region



DRAFT January 14, 2015

National Capital Region Transportation Planning Board

# Today

Request that TPB adopt the revised Bicycle and Pedestrian Plan for the National Capital Region

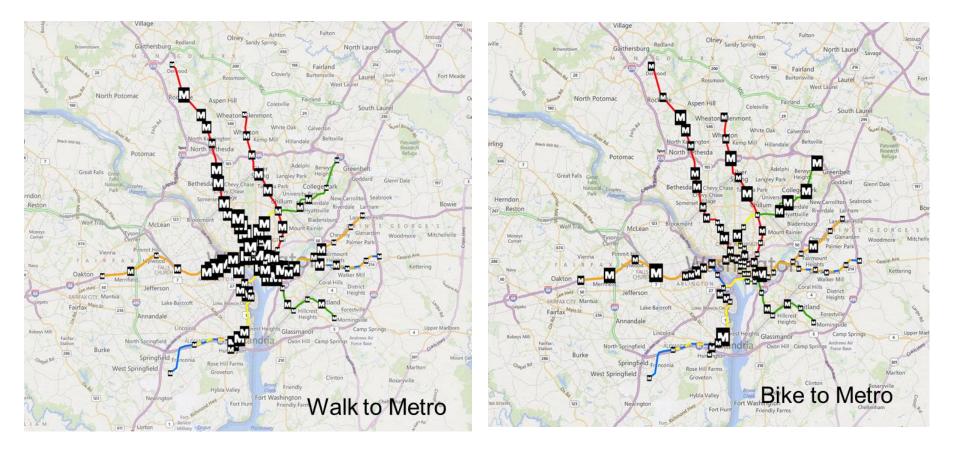
# On-Line Mapping and Visualization of the Plan

GIS-based Maps

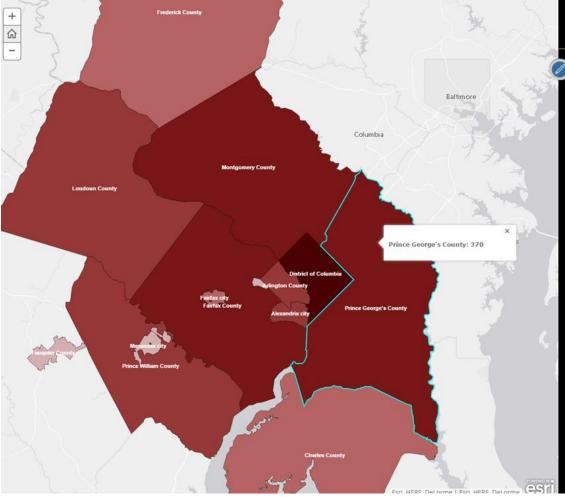
- Convey information from the plan Interactively

- 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
- 1/21/2015
- Street Smart

### On-Line Mapping and Visualization of the Plan Examples: Access to Metro



### **Pedestrian Injuries in 2012**

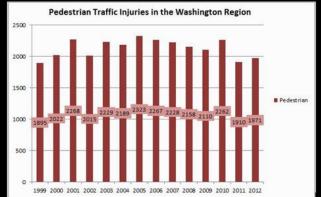


TPB Bicycle & Pedestrian Subcommittee

2014 Bicycle and Pedestrian Plan For the National Capital Region

### Pedestrians 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 Injurey Prevention Prevention Center, INOVA Regional Trauma Center (2005). Pedestrian Injury in the Washington, D.C. metropolitan Region

### Bicyclist Injuries: by jurisdiction

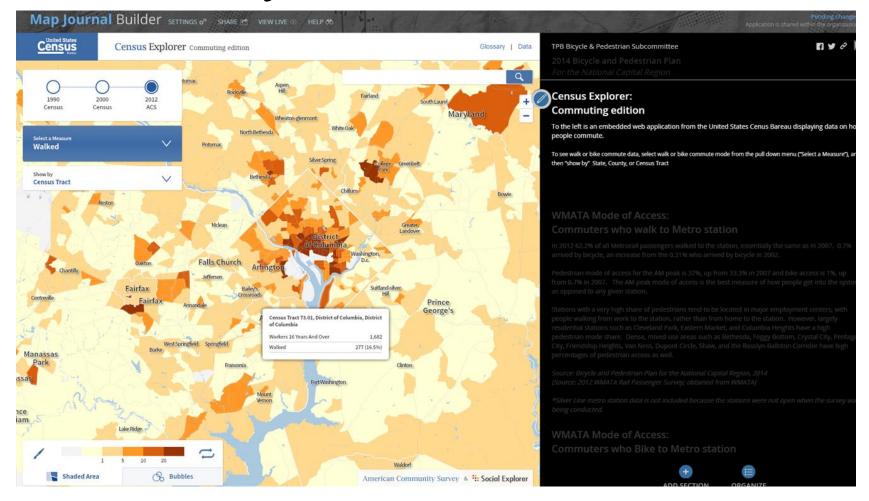
After many years of stability, bicycling injuries jumped from 687 in 2010, to 902 in 2012. The increase in bicycling injuries is likely related to the rapid increase in bicycling in the urban core jurisdictions. Bicycline is increasing faster than bicycling injuries, so the estimated injury rate per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



1/21/2015

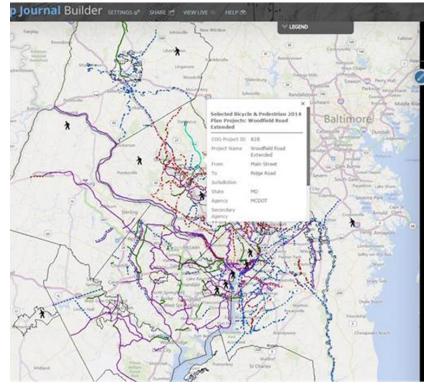
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# Census Explorer: Mode Share by Census Tract



1/21/2015

### **2040 Network**



### TPB Bicycle & Pedestrian Subcommittee

2014 Bicycle and Pedestrian Pla For the National Croibd Renner

### 2040 Network

The Bicycle and Pedestrian Plan for the National Capital Region includes 643 block pedestrian facility improvement projects from across the region. If every project in th is implemented, in 2040 the region will have added approximately 2100 miles of lanes and 2000 miles of shared-use path. The overall network length callowing for dual bike lane/sidepath facilities will increase by approximately 4000 miles.

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

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

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

TABLE 7-1: MILES OF BICYCLE/PEDESTRIAN FACILITIES IN THE WASHINGTON REGION				
Facility Type	Total in 2005	Completed 2008- May 2010	Completed June 2010 May 2014	Planned New Facilities/ Upgrades
Bicycle Lane	56	35	45	2090
Shared-Use Path	490	53	50	1990
Total	546	88	95	4080

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# Ongoing

- Maintain and Enhance the 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

### Bicycle and Pedestrian Planning Activities Upcoming 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

## Thank You







