

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

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DTP

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

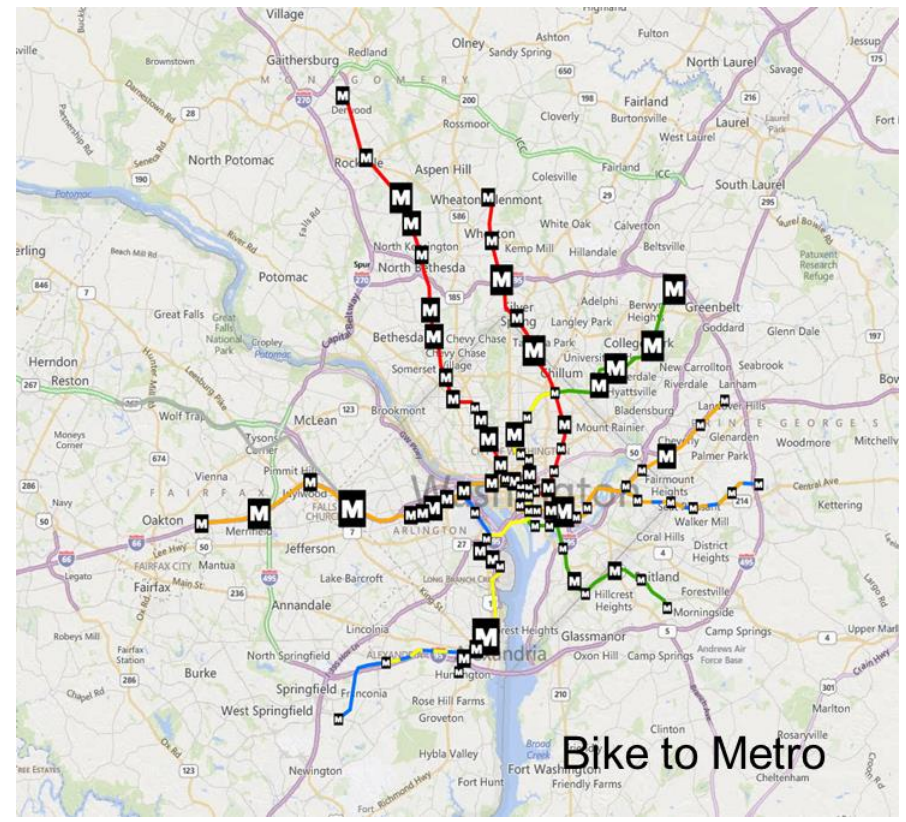
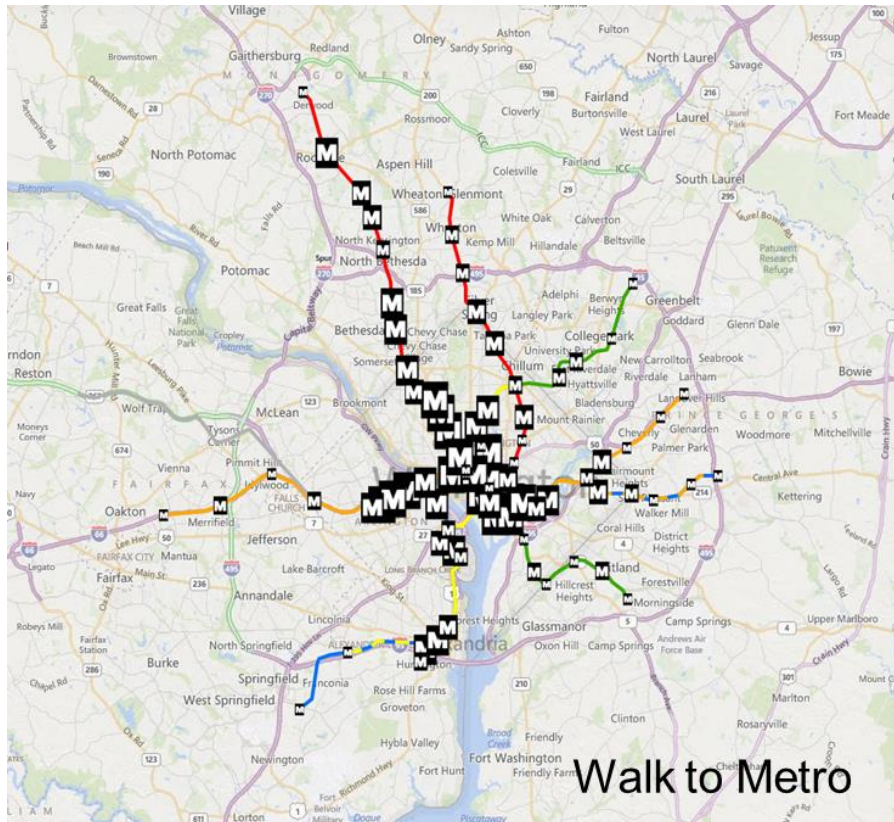
Request that TPB adopt the revised Bicycle and Pedestrian Plan for the National Capital Region

# On-Line Mapping and Visualization of the Plan

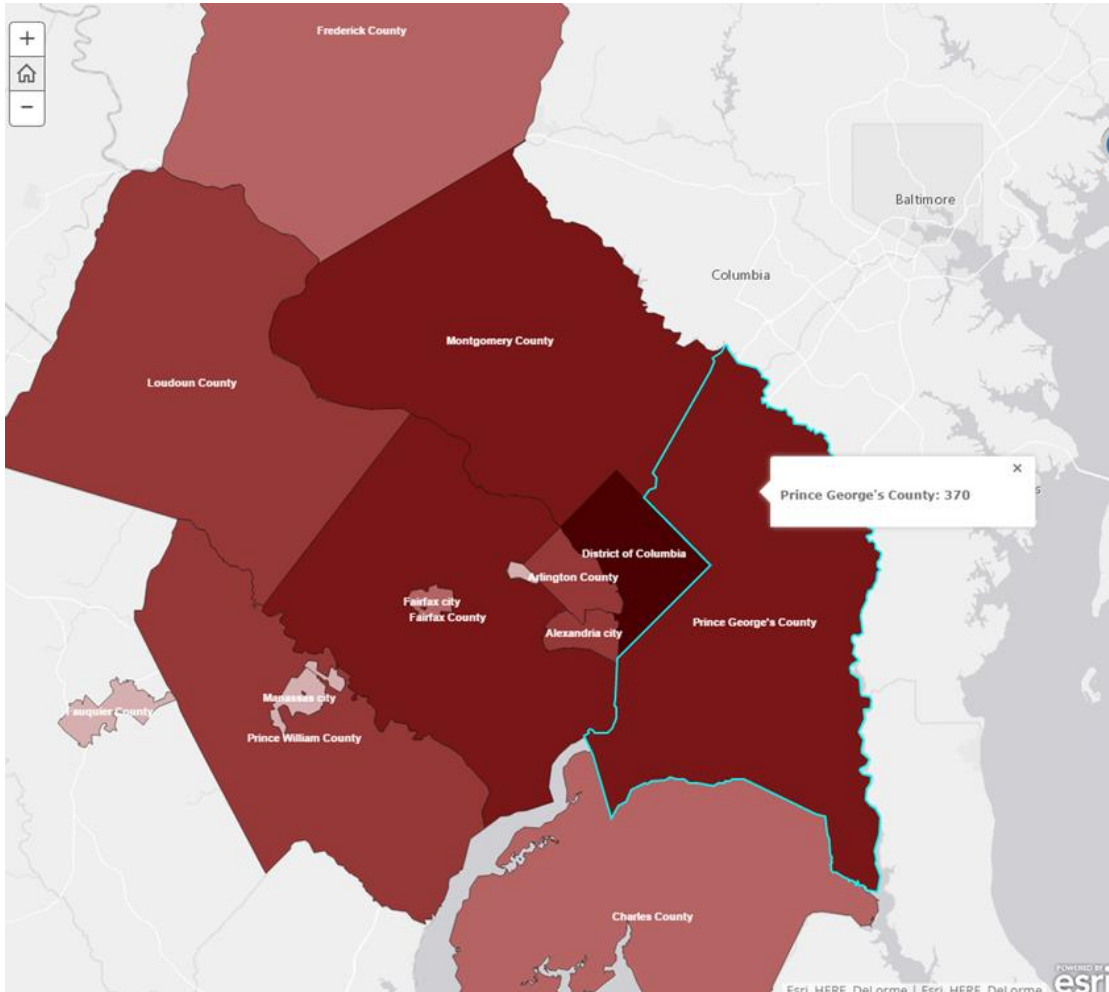
- GIS-based Maps
  - Convey information from the plan Interactively
    - State, Jurisdictional, and Agency Plans
    - Bicycle and Pedestrian Projects
      - » Linked to the project database
    - Mode share
    - Bike counts
    - Safety
- Include relevant features from other programs
  - US Census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

# On-Line Mapping and Visualization of the Plan

## Examples: Access to Metro



# Pedestrian Injuries in 2012

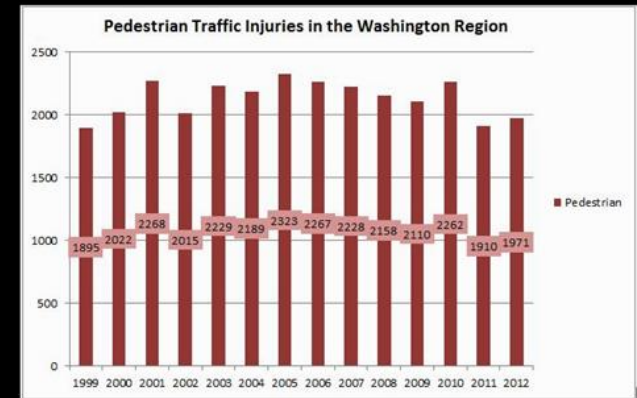


TPB Bicycle & Pedestrian Subcommittee  
2014 Bicycle and Pedestrian Plan  
For the National Capital Region



## 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 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 bicycling injuries, so the estimated injury rate per trip has declined.

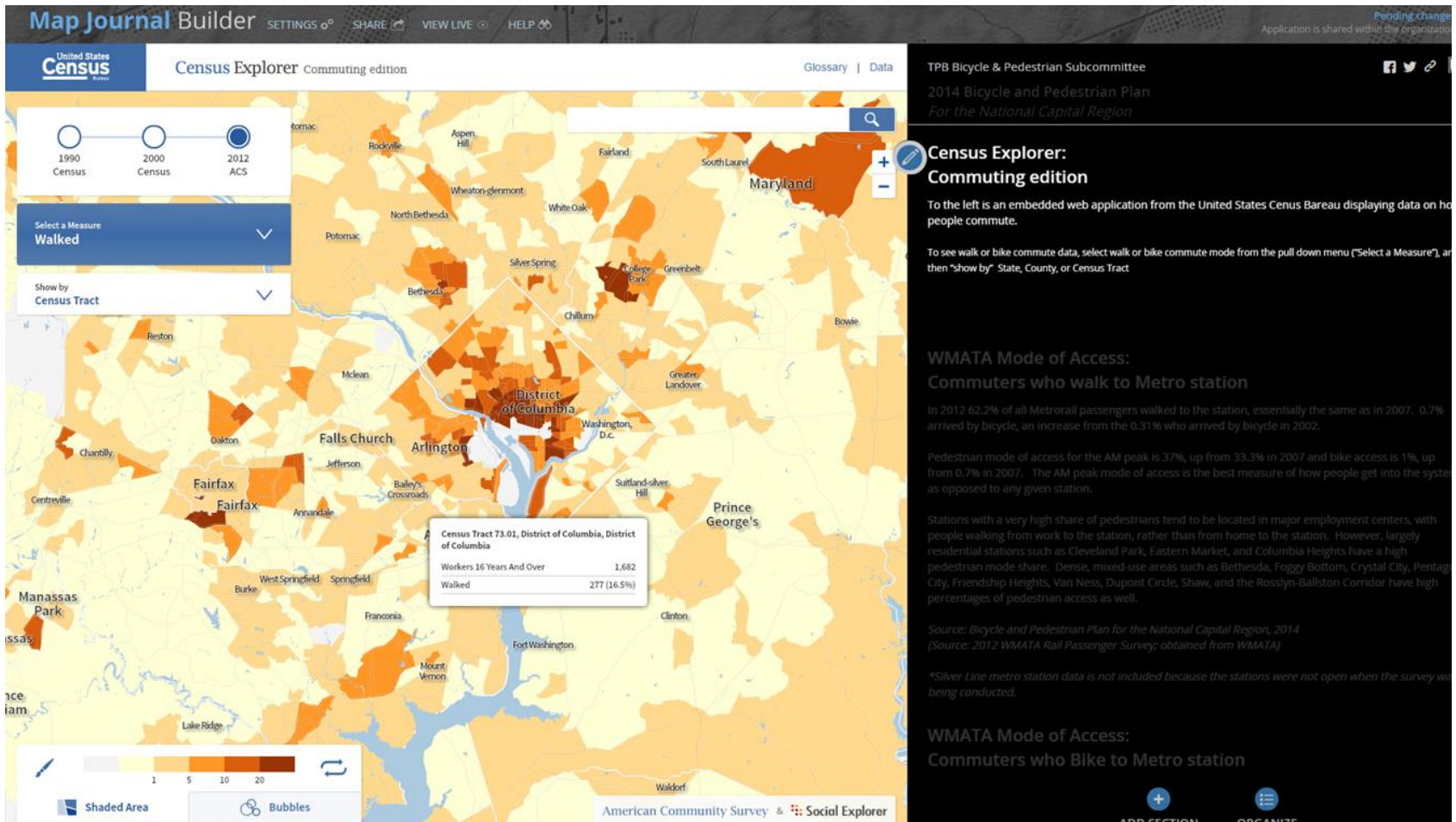


ADD SECTION

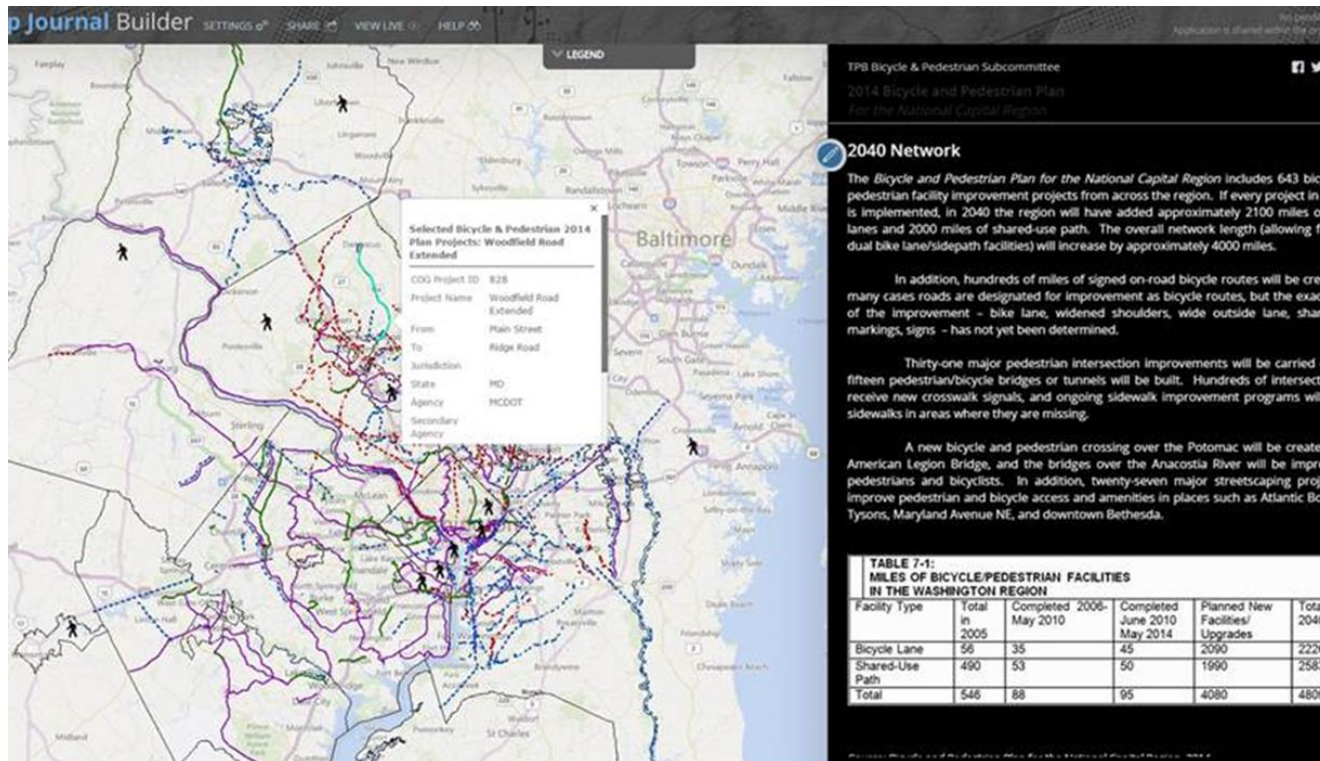


ORGANIZE

# Census Explorer: Mode Share by Census Tract



# 2040 Network





# 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



1/21/2015