

ITEM 10 – Information
May 16, 2018

Visualize 2045: Bicycle and Pedestrian Element

Staff

Recommendation: Briefing on the Bicycle and Pedestrian Element of Visualize 2045.

Issues: None

Background: The board will be briefed on the Bicycle and Pedestrian Element of Visualize 2045, which includes a summary of all of the TPB's bicycle and pedestrian planning activities.



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Bicycle and Pedestrian Element of Visualize 2045
DATE: May 16, 2018

INTRODUCTION

This memorandum provides background information on the Bicycle and Pedestrian Element of Visualize 2045 and summarizes the TPB's bicycle and pedestrian planning activities.

BICYCLING AND WALKING IN THE WASHINGTON REGION

The Washington region is a national leader in bicycle, pedestrian, and transit-oriented community design. Bike sharing, protected bike lanes, bike trails, and bike parking have been critical to the success of new developments such as the Wharf in the District of Columbia and Potomac Yards in Arlington.

The Washington region has over 500 miles of paved multi-use path, and over 200 miles of bike lanes. Bicycling is booming in the urban core. The District of Columbia was recently awarded a gold-level award by the League of American Bicyclists, while Arlington and Alexandria hold silver-level awards.

The suburban counties and towns are catching up, with rapidly expanding networks of bike paths, bike lanes, and bike friendly streets. Fairfax County, Vienna, Reston, Frederick, and Rockville hold bronze-level awards. Montgomery County now has 46 miles of bike lanes, up from almost none a decade ago.



TPB PLANNING CONTEXT

The TPB has consistently promoted bicycling and walking in all its plans. The 1998 Vision called for the creation and implementation of a regional bicycle and pedestrian plan.

In 2012, the TPB adopted a regional [Complete Streets](#) policy that helped build a consensus that the transportation system should provide safe and adequate accommodation for all users. Today, all three states and most of the local jurisdictions in the region have a Complete Streets policy.

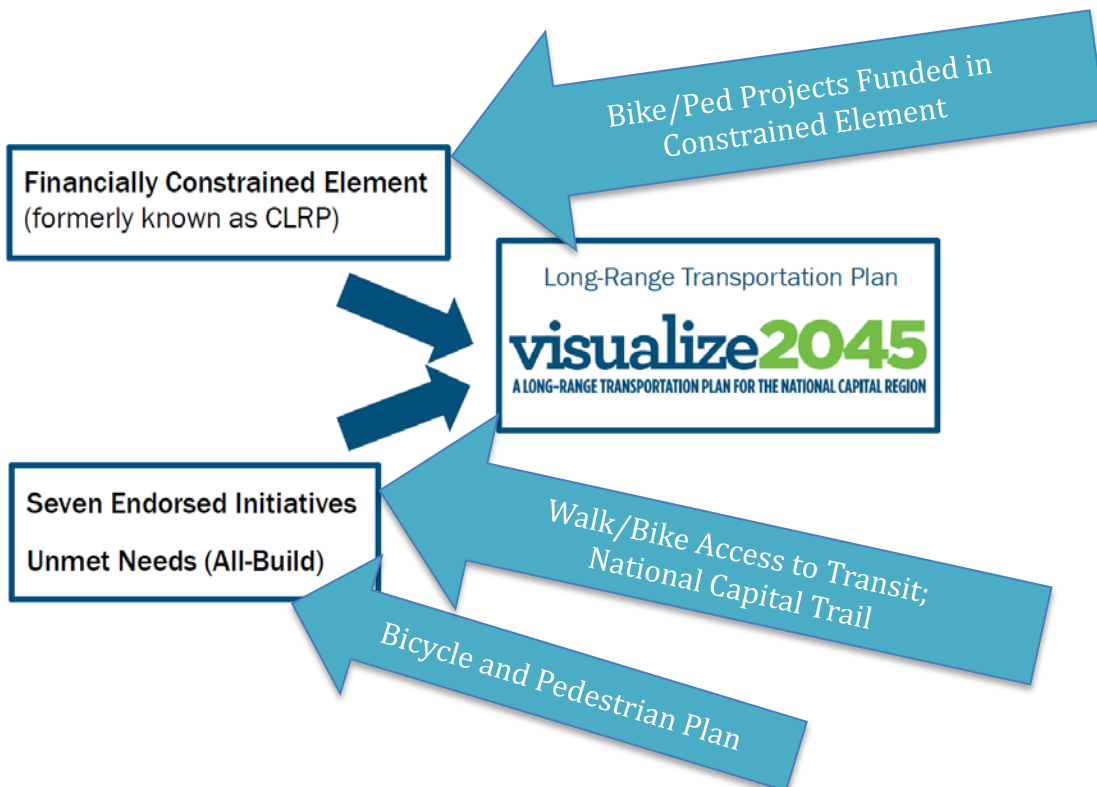
BICYCLING AND WALKING IN VISUALIZE 2045

Visualize 2045 represents a major break from previous long-range transportation plans in that it contains unfunded projects (unmet needs), and prioritizes [seven transportation initiatives](#) which are not fully funded.

Of the seven transportation initiatives, two address walking and bicycling: “Improve Walk and Bike Access to Transit”, and “Complete the National Capital Trail.” The TPB [endorsed](#) these non-motorized initiatives at the January 17, 2018 meeting.

The Constrained Element of Visualize 2045 includes funded bicycle and pedestrian projects, many of them incorporated into larger transportation projects.

The Bicycle and Pedestrian Plan for the National Capital Region includes both funded and unfunded bicycle and pedestrian projects. Most the projects in the plan are not funded and would be included under the unmet needs portion of Visualize 2045.



BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

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 2040 for major bicycle and pedestrian improvements, as shown in the state, local, and agency plans. It includes both funded and unfunded projects.

The plan identifies trends in policy, mode share, and bicycle and pedestrian safety at the regional level. It includes goals and performance measures drawn from the TPB *Vision* and *Region Forward* and helps measure progress towards those goals.

The plan serves as a resource for planners and the public.

The plan is updated every four years. The most recent version was adopted in January 2015. An updated plan is currently under development.

Bicycle and Pedestrian Plan for the National Capital Region

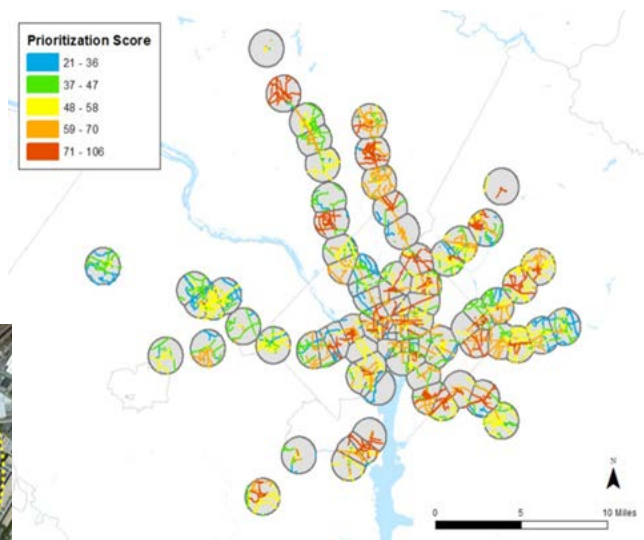


January 2015

National Capital Region Transportation Planning Board

IMPROVE WALK/BIKE ACCESS TO TRANSIT

The goal of this initiative is to increase access to high-capacity transit through improved first- and last-mile connections on foot or by bike. WMATA and TPB have identified numerous such improvements across the region that would increase the effective walk and bike sheds of transit stations.

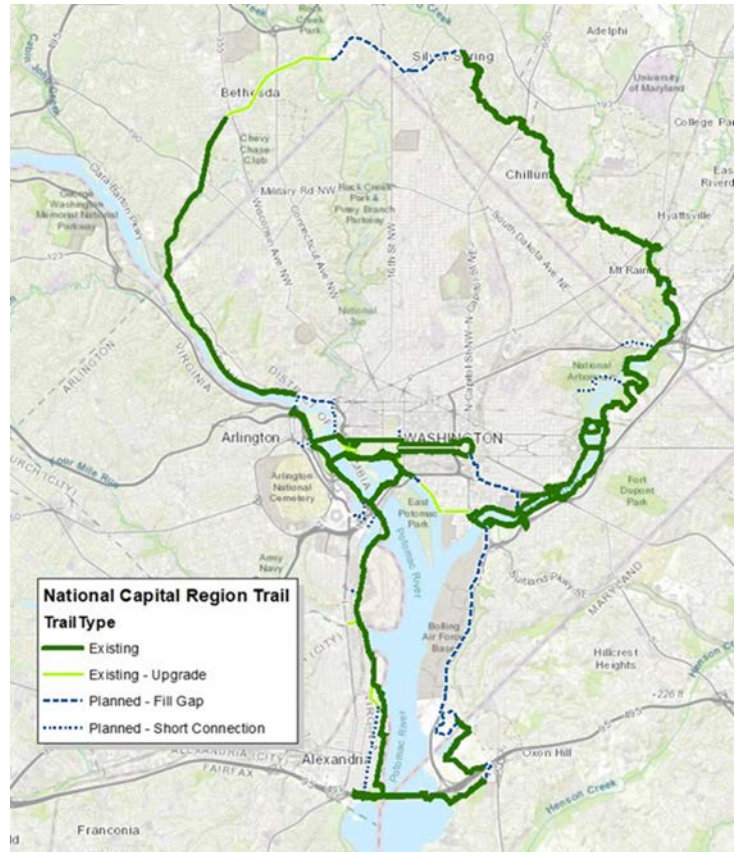


COMPLETE THE NATIONAL CAPITAL TRAIL

The National Capital Trail is a proposed trail loop circling the core of the Washington region. It will integrate existing regionally significant, heavily used trails such as the Mt. Vernon Trail, the Capitol Crescent, and the Anacostia River Trail into a single circuit. Combined, all the links in the trail, including short connector trails, will be 60 miles long. Thirty-nine miles have already been built.

The goal of this TPB initiative is to fill the remaining missing links and complete other needed improvements.

The National Capital Trail will provide a high quality, low stress bicycle and pedestrian connection between the populations centers, jobs, rail stations, parks, and tourist attractions of the urban core. When it is complete, half a million people, 820,000 jobs, and twenty-six Metro stations will be within walking distance (1/2 mile) of the National Capital Trail.



The initial route was developed by the “Bicycle Beltway” working group of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee. That route was subsequently adopted into the National Park Service [Paved Trail Plan](#) (2016) as the National Capital Trail and incorporated into Visualize 2045.

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee oversees the maintenance of the regional Bicycle and Pedestrian Plan. It advises the bicycle and pedestrian planning aspects of the work of other TPB Subcommittees, as well as advising the region’s [Street Smart](#) Pedestrian and Bicycle Safety Campaign. The Subcommittee assisted with the development of TPB Policies such as [Complete Streets](#) and [Green Streets](#).

The Subcommittee helps State and local agencies share information and coordinate their bicycle and pedestrian planning efforts. It sponsors regular workshops on topics of regional interest, such as Vision Zero and Dockless Bikeshare. The Subcommittee and staff also coordinate regarding related activities such as the Capital Trails Coalition and member agency bicycle and pedestrian planning.

STREET SMART PEDESTRIAN AND BICYCLE SAFETY CAMPAIGN



The [Street Smart](#) Pedestrian and Bicycle Safety campaign focuses on education through mass media. It uses concentrated waves of radio, gas station, transit, and internet advertising designed to change driver, pedestrian, and cyclist behavior. The Fall and Spring waves are supported by concurrent law enforcement.

A single campaign for a single media market makes financial sense.

The campaign is overseen by Advisory Group of COG/TPB member agencies. The Advisory group approves the media plans, helps plan the press event and outreach campaign, and guides the development or revision of the ads.

Program funding is provided administered by DC, Maryland, and Virginia, as well as local funds from DC and WMATA.

COMMUTER CONNECTIONS

Commuter Connections has a number of programs that promote alternative commute modes, including walking and bicycling. Commuter Connections partners with the Washington Area Bicyclist Association to manage the regional [Bike to Work Day](#).

VISUALIZE THE FUTURE

In the future, people in the region may have even more options to travel throughout the region by foot or by bike. More trails, sidewalks, and ways to get around safely and comfortably not only inspire more people to choose biking and walking but also reduce congestion by taking cars off the roads, improve the environment, and provide a healthy alternative.



Bicycle & Pedestrian Element

Visualize 2045

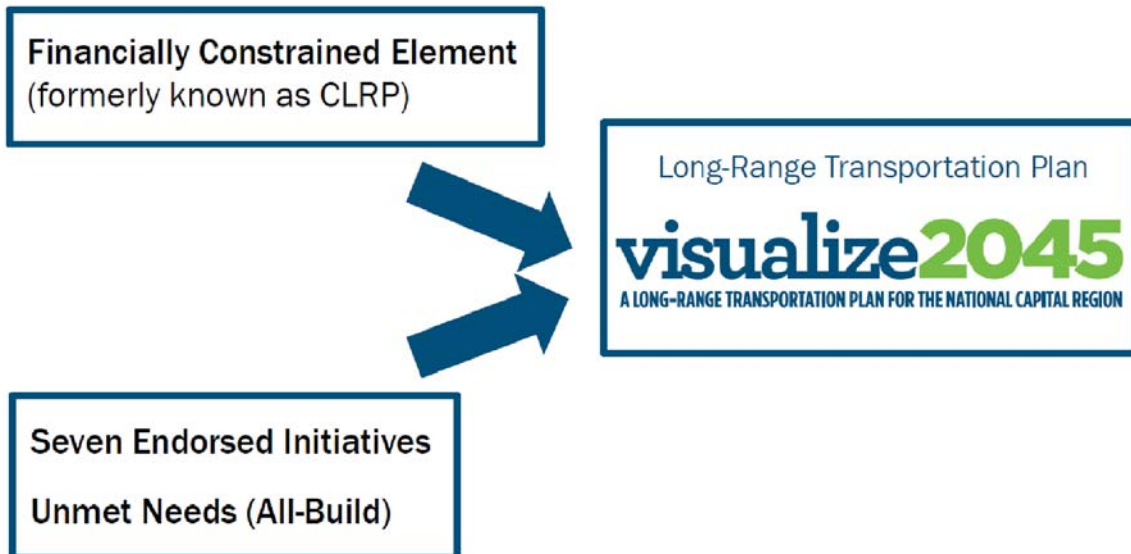
Michael Farrell
Transportation Planner

Transportation Planning Board
May 16, 2018

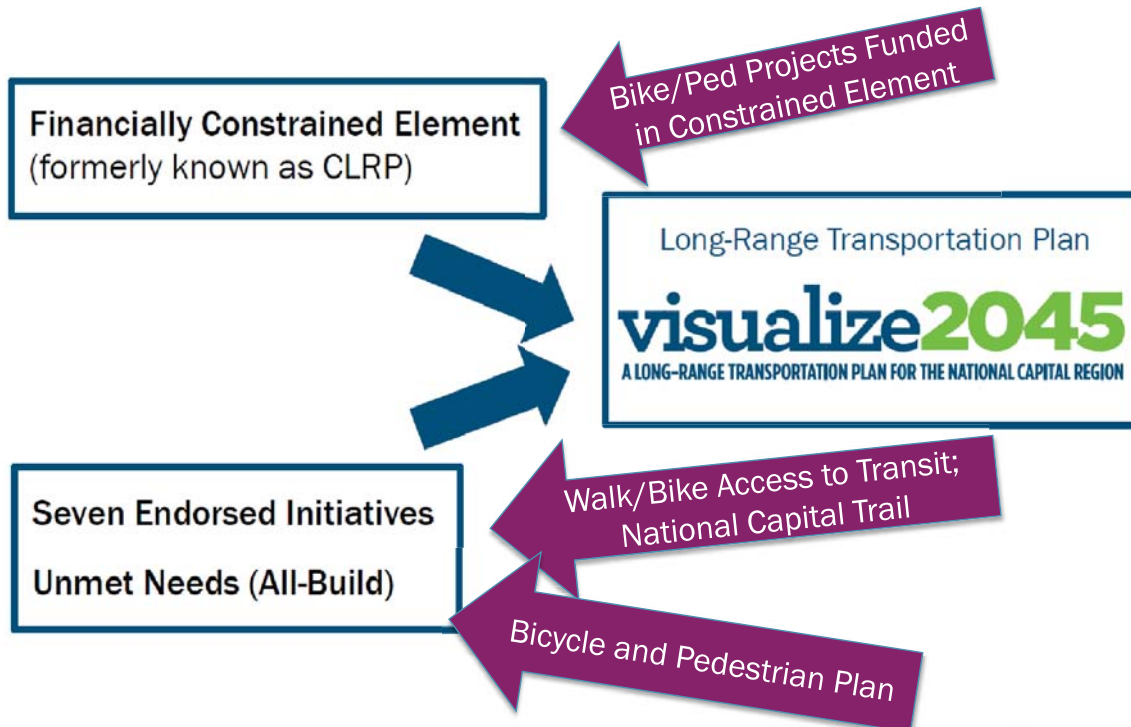
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Visualize 2045 – Big Changes from Past



How Bike/Ped is Woven into Viz2045



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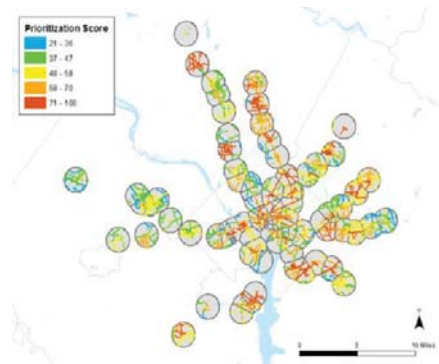
How Bike/Ped is Woven into Viz2045

- TPB Policy Context
 - Complete Streets and Green Streets policies
- Bicycle and Pedestrian Subcommittee
 - Related bicycle & pedestrian planning efforts
 - Commuter Connections coordination
- Bicycle and Pedestrian Plan for the National Capital Region
- Visualize 2045 Endorsed Aspirational Initiatives:
 - Improve Walk and Bike Access to Transit
 - Complete the National Capital Trail
- Street Smart Pedestrian and Bicycle Safety Campaign

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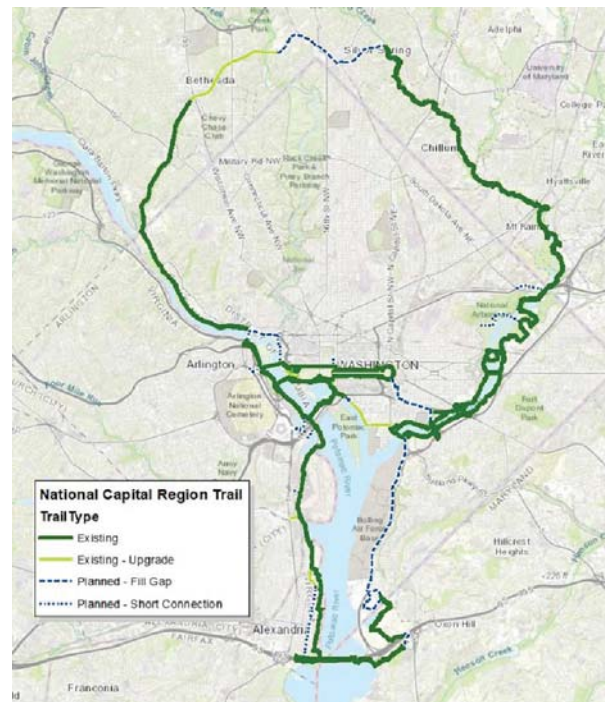
Aspirational Initiative: Improve Walk and Bike Access to Transit

- One of seven TPB-endorsed initiatives
- Goal: Increase access to transit through improved first- and last-mile connections on foot or by bike



Aspirational Initiative: Complete the National Capital Trail

- One of seven TPB-endorsed initiatives
- Goal: complete the missing links and needed improvements
- The National Capital Trail will integrate existing regionally significant, heavily used trails into a single circuit.



Bicycle and Pedestrian Plan for the National Capital Region

- Adopted January 2015 and updated every four years
- Advisory to the Long-Range Plan
 - Unfunded and Funded Projects
- Identifies:
 - Planned major bicycle and pedestrian projects through 2040
 - “Recommended Practices”
 - Goals and Performance Measures
 - From the TPB *Vision* and from *Region Forward*
 - Trends in policy, mode share, & safety
- Provides the “[Regional Picture](#)”

Bicycle and Pedestrian Plan for the National Capital Region



January 2015

National Capital Region Transportation Planning Board



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Visualize the Future

- More options to travel throughout the region by foot or by bike: trails, sidewalks, crossings, lighting, better connections.
- More people inspired and enabled to choose biking and walking – personal health benefits, makes communities more vibrant and safer, reduce congestion by taking cars off the road and reducing emissions for environmental benefit.



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