# Slide 1:

# Presentation Title: Bicycle and Pedestrian Plan for the National Capital Region

Draft 2022 Update

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TPB Access for All Advisory Committee

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Slide 2: Overview

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

Slide 3: 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

Slide 4: 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

Slide 5: 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
* Federal guidance & transportation legislation
* State/local/WMATA plans

Screenshot of COG/TPB’s 2020 National Capital Trail Network Map

Slide 6: Biking/Walking in the Region (Ch. 2)

* Mode share & travel patterns, drawing on:
* TPB’s Regional Travel Survey
* 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

Slide 7: Example: Bike Mode - % of All Trips

Bar graph from the Regional Travel Survey (RTS) staff analysis showing the percentage of trips in each jurisdiction were by bike

District of Columbia

* 2007-2008 – 1.6
* 2017-2018 – 5.3

Arlington County

* 2007-2008 – .8
* 2017-2018 – 1.6

City of Alexandria

* 2007-2008 – 1.1
* 2017-2018 – 1.3

Montgomery County

* 2007-2008 – .7
* 2017-2018 – .7

Prince George’s County

* 2007-2008 – .5
* 2017-2018 – 1.2

Fairfax County

* 2007-2008 – .3
* 2017-2018 – .8

Charles County

* 2007-2008 – .1
* 2017-2018 – 0

Frederick County

* 2007-2008 – .2
* 2017-2018 – .4

Loudoun County

* 2007-2008 – .3
* 2017-2018 – .4

Prince William County

* 2007-2008 – .1
* 2017-2018 – .1

Slide 8: Pedestrian & Bicyclist Safety (Chapter 3)

Slide 9: Example Data by State (Chapter 3)

Slide 10: Bicycling/Walking Facilities (Chapter 4)

Slide 11: Best/Recommended Practices (Ch. 5)

Detailed discussion of recommended practices at the local level, developed based upon Bicycle & Pedestrian Subcommittee input:

* Incorporation of recommended bike/ped design into all transportation projects; use of facility design and construction standards
* 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
* High-visibility projects and dedicated staff
* Integration of equity into planning

Slide 12: The 2045 Network (Chapter 6)

Slide 13: Map of the 2045 Network (DRAFT)

Identifies:

* High Capacity Transit Stations
  + Metro
  + Commuter Rail
  + Light Rail
  + Streetcar/Bus Rapid Transit
  + Multimodal
* COG Activity Centers
* Equity Emphasis Areas

Source: COG/TPB

Slide 14: Outlook

* Draft plan first shared with the TPB Technical Committee for the February 4 meeting
  + Follows months of discussion by the Bicycle & Pedestrian Subcommittee
  + February 11 Access for All meeting presentation
* Accepting comments on this version through February 17
* Slated to return to TPB Technical Committee March 4
  + Will address comments as well as a handful of “to be developed” subsections remaining in the plan document
  + Anticipate demonstrating interactive dashboard on March 4
* Presuming comments have been addressed & TPB agenda time availability, plan will go to TPB for March & April

Slide 15:

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Logo- National Capital Region Transportation Planning Board

Slide 16: Additional Slides

Slide 17: Bulbouts & Protected Intersections

Slide 18: Dual Facilities

Photo of Virginia Avenue SE/Bike Trail & Sidewalk

Photo of The Wharf, DC

Slide 19: E-Scooter Boom 2018-2019

Bar graph of shared micromobility ridership growth form 2010-2019

Shows station Based Bike Share only until 2018:

* 2010 – 321 K
* 2011 – 2.4 M
* 2012 – 4.5 M
* 2013 – 13 M
* 2014 – 18 M
* 2015 – 22 M
* 2016 - 28 M
* 2017 – 35M
* 2018 – start to see addition of Dockless Bike Share and Scooter Share for a total of 84 M
* 2019 – total of 136 M between all three modes

Source: NACTO

Slide 20: E-Scooter Sidewalk Riding/Parking

Opportunities to Reduce Conflicts:

* Riders prefer bike lanes
* Only 9% of riders prefer sidewalks
* Riders prefer clearly marked parking

More Bike Lanes, Corrals

* DC Requires Riders to Lock Shared Electric Scooters to Bike Racks, Scooter Corrals, or Signposts (10/2021)

Photo of Scooters randomly left on sidewalk

Photo of Scooter in designated parking area

Slide 21: E-Scooter Regulation & Training

* Permits Limit Numbers, Locations
* Age limits
* Geofencing
* Speed regulators
* Push notifications
* In-person Training Events
  + Most crashes caused by inexperience

Photo of riding tips on a scooter

Photo of protected scooter lane