# Slide 1:

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

Draft 2022 Update

Andrew Meese

TPB Program Director, Systems Performance Planning

Michael Farrell

TPB Senior Transportation Planner

TPB Access for All Advisory Committee

February 11, 2022

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:

Andrew Meese

Program Director, Systems Performance Planning

(202) 962-3789

ameese@mwcog.org

Michael Farrell

Senior Transportation Planner

(202) 962-3760

mfarrell@mwcog.org

mwcog.org/TPB

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

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