

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Draft 2022 Update

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TPB Technical Committee
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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



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



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

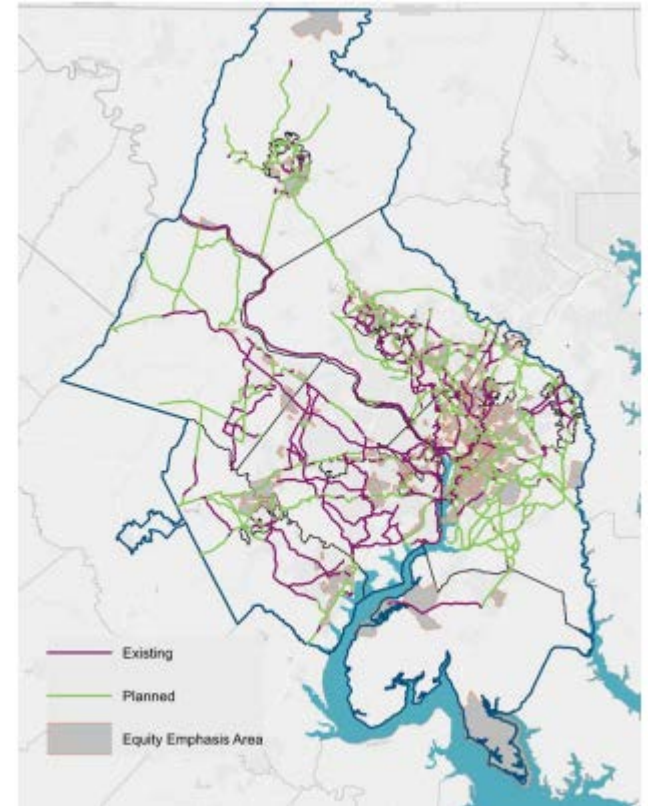
New for 2022

- 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



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



2020 National Capital Trail Network Map
(Source: COG/TPB)

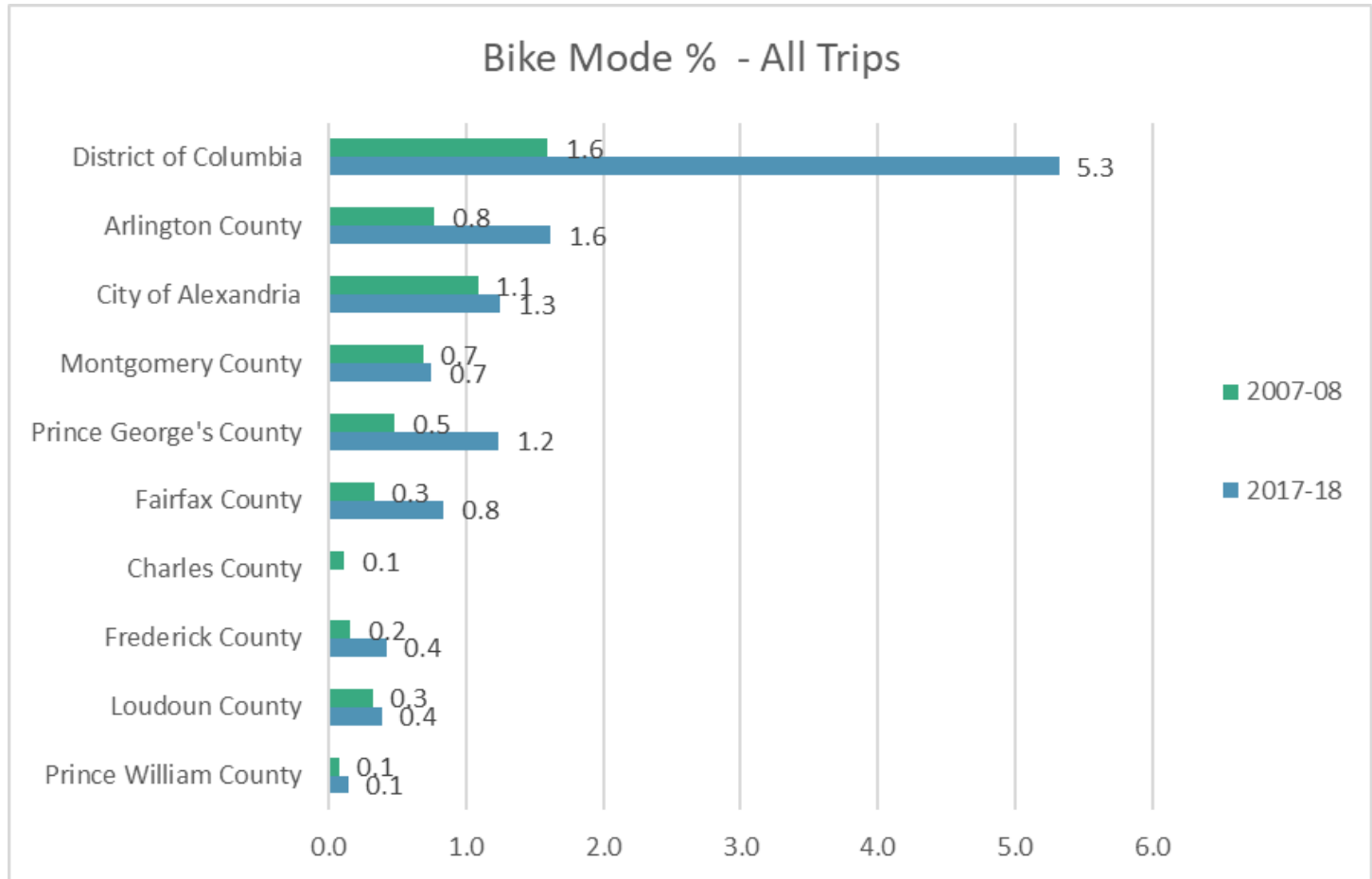
Biking/Walking in the Region (Ch. 2)

- 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**



Example: Bike Mode - % of All Trips

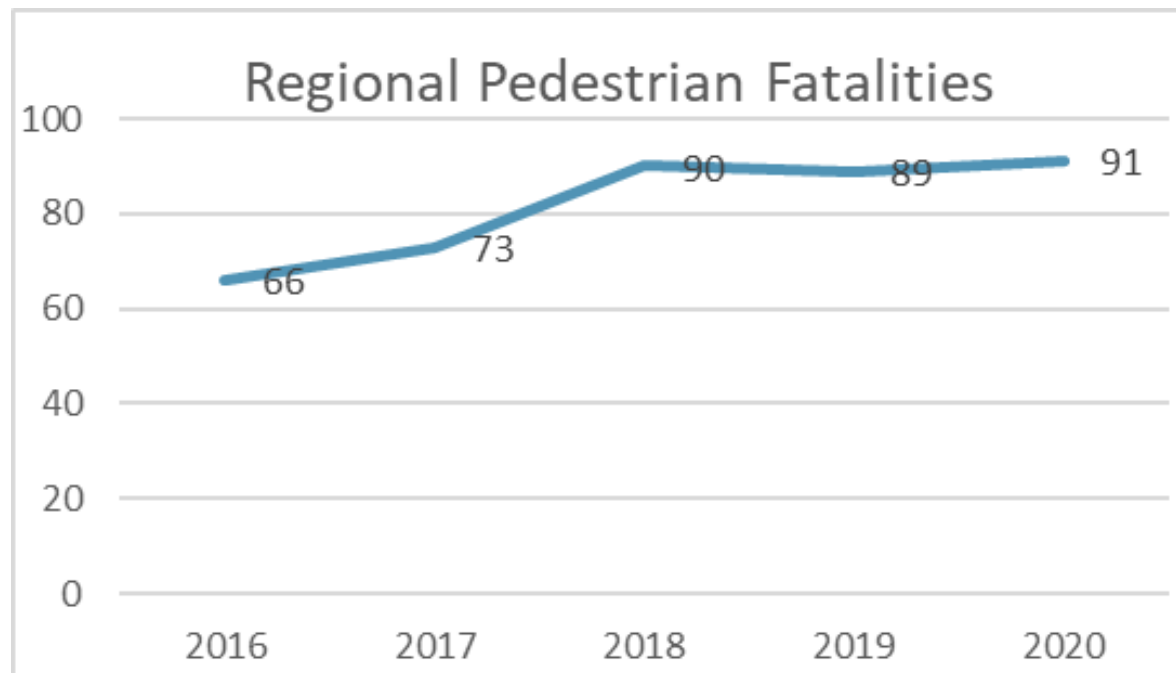


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



Pedestrian & Bicyclist Safety (Chapter 3)

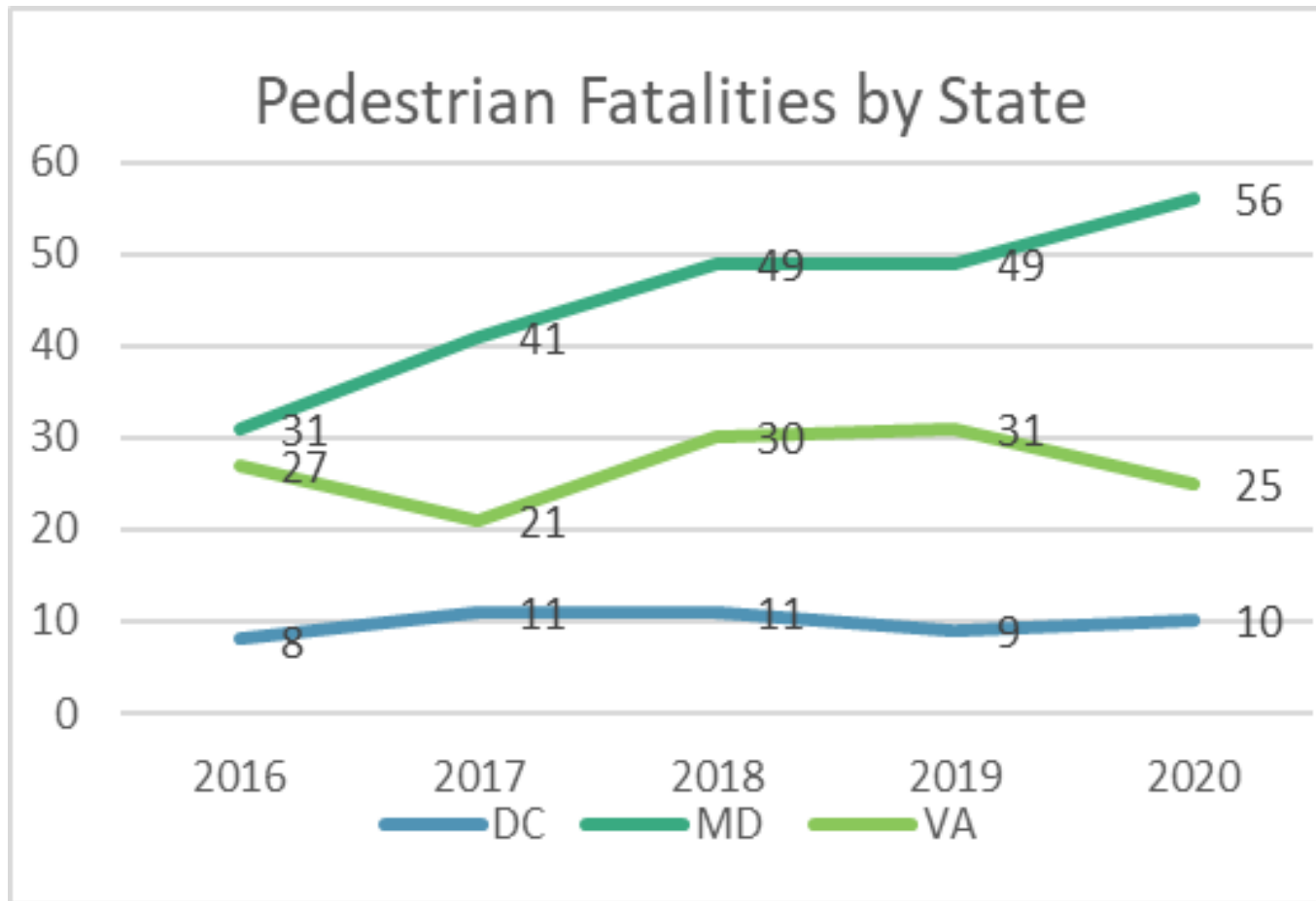
- Pedestrian & bicyclist fatality/serious injury crash trends
- Education and enforcement; Street Smart campaign



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Example Data by State (Chapter 3)



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



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*



The 2045 Network (Chapter 6)

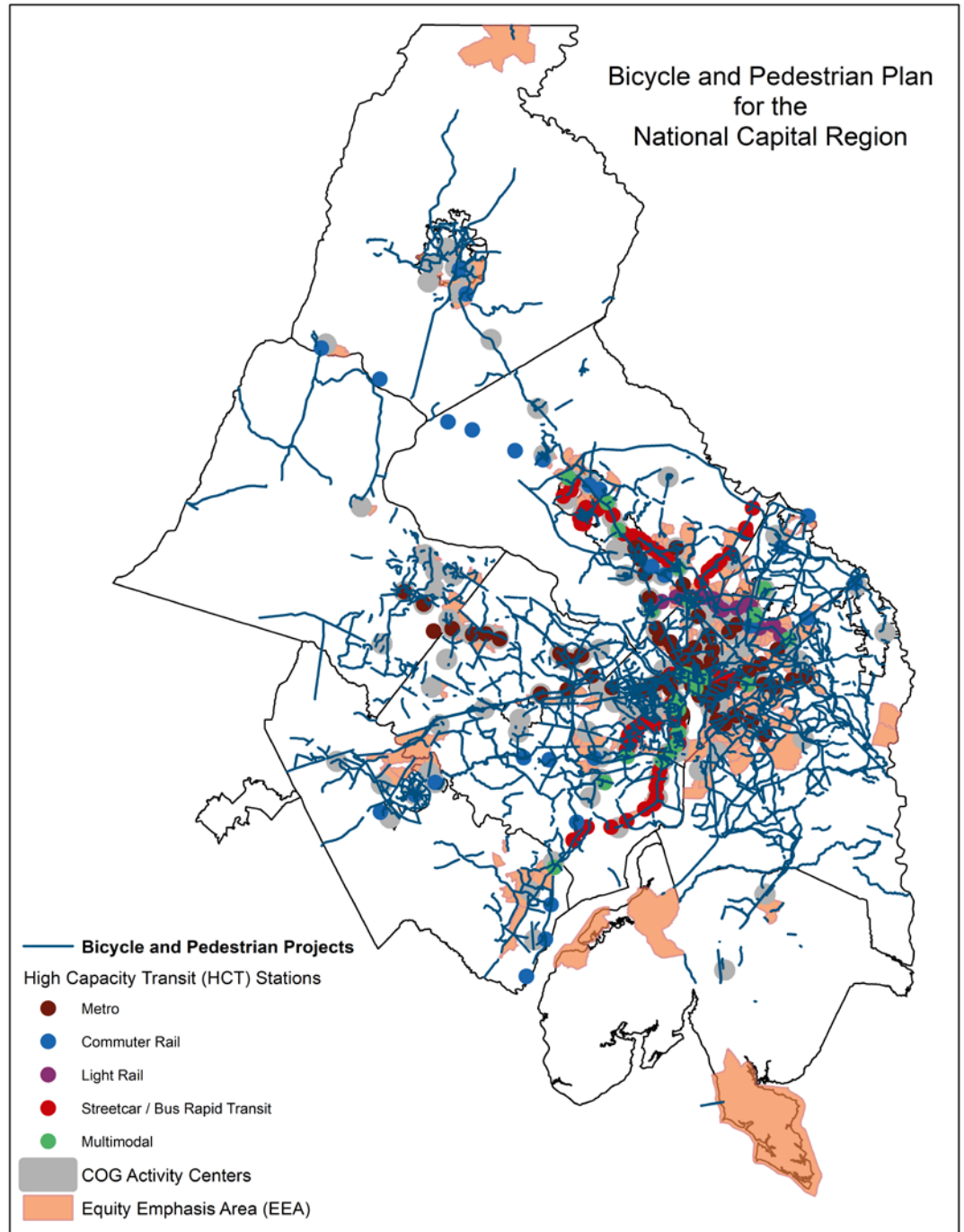
- Planned network and project list: 2,500 miles, 1,650 projects
 - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
 - “Low stress” = shared use paths/protected bicycle lanes/boulevards
 - 76% of the population and 87% of the jobs will be within a half mile of low-stress network
 - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



Map of the 2045 Network (DRAFT)

Source: COG/TPB

Bicycle and Pedestrian Plan for the National Capital Region



Outlook

- Draft plan first shared with the TPB Technical Committee for the February 4 meeting
 - Follows months of discussion by the Bicycle & Pedestrian Subcommittee
 - Also slated for the February 11 Access for All meeting
- Accepting comments on this version through February 17
- Slated to return with a revised draft for your March 4 meeting
 - 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



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