



MEMORANDUM

TO: TPB Technical Committee
FROM: Andrew Meese, TPB Program Director, Systems Performance Planning
Michael Farrell, TPB Transportation Planner
SUBJECT: Bicycle and Pedestrian Plan Update
DATE: March 25, 2022

This memorandum provides an update on development of the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region, following the TPB's March 16, 2022 discussion of the plan.

MARCH 16 PRESENTATION

Staff's March 16 [presentation](#) on the draft Bicycle and Pedestrian Plan followed closely what was presented to the Technical Committee on March 4. Among the small changes in the presentation was the inclusion of a table comparing a GIS "buffer" analysis of the plan to that of the National Capital Trail Network (as adopted in 2020). Planned, unbuilt portions of the National Capital Trail Network are included in the plan (the network also includes already-built segments that, by definition, are not "planned"). The plan's "Interactive Dashboard", demonstrated at the March 4 Technical Committee, was shown at the TPB via a static screenshot rather than a live demonstration, with a demonstration possible in the future.

Following the staff presentation, the TPB engaged in an extensive discussion of the draft plan. The following section of this memorandum summarizes the comments raised and anticipated follow-up activities.

COMMENTS AND FOLLOW-UP ACTIVITIES

The following five general themes summarize comments raised by TPB members. In addition to staff's answers given to clarifying questions during the March 16 meeting, the subsequent topics and follow-up activities were discussed:

1. *Technical Corrections:* TPB members and others have raised possible changes/corrections, often related to individual project listings. Staff will accept comments and address technical corrections (particularly to the project listings) as feasible before the May update (preferably by April 15). For further project additions and corrections we anticipate future annual updates to the project database.
2. *Specific Topics Raised by Board Members:* Examples included walksheds around high-capacity transit; children's needs; and funding issues. The draft plan addresses topics such as these in a manner consistent with the way they are addressed in member jurisdictional or agency plans. A key concept in the draft plan is a low-stress network comfortable for use by people of all ages and abilities. The TPB's ongoing planning process, including Bicycle and

Pedestrian Subcommittee discussions, training opportunities, and the grant and technical programs TPB offers, will continue to address and strengthen these issues.

3. *Relationship of E-Bikes and Facility Design:* The emergence and growth of electric bikes (notably their speed and usage characteristics in contrast to traditional bicycles) has implications for bicycle and pedestrian facility design. The draft plan already includes considerable relevant information. The Bicycle and Pedestrian Subcommittee and staff will continue to monitor and discuss this evolving issue.
4. *Pedestrian-Oriented Development:* Similar to transit-oriented development, has pedestrian-oriented development been considered? The draft plan describes best practices for pedestrian planning as well as improvements associated with the Transit Access Focus Areas (TAFA) plan. The grant and technical programs TPB offers will continue to address and strengthen how pedestrian issues are considered.
5. *Does the Plan Prioritize Particular Projects, Such As on Equity?* Prioritization for small projects is best done at the local level where local needs, opportunities and priorities are best understood. TPB provides overarching principles, such as that for a National Capital Trail Network; tools and data when available, such as Equity Emphasis Areas, to help local-level planning and decision making; and regional coordination assistance as needed.

NEXT STEPS

Staff will work to address the above as the plan is finalized, as well as on an ongoing basis in the TPB's regional planning process. A next draft of the plan is anticipated to be made available for the Technical Committee's May 6 meeting, with TPB approval slated for its May 18 meeting.