

Introduction

As seen in Chapter One, both the Vision of the Transportation Planning Board (1998) and the Region Forward (2010) vision plan of the Council of Governments encourage walking and bicycling. *Region Forward*, a vision for the National Capital region in 2050, was adopted in January 2010. *Region Forward* builds on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities. The goals of *Region Forward* are broader than those of the TPB *Vision*, encompassing areas such as public safety, land use, economic development, housing, and the environment. New development is to be concentrated in walkable, mixed-use activity centers.

Goals

Region Forward 2050 includes a set of goals, and targets and indicators that will help measure whether those goals are being met. Many of those goals relate to walking and bicycling:

Transportation

1. A broad range of public and private transportation choices for our region which maximizes accessibility and affordability to everyone and **minimizes reliance upon single occupancy use of the automobile.**
2. A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and the world beyond.

Land Use

1. Enhancement of established neighborhoods of differing densities with **compact, walkable infill development**, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.
2. **Transit-oriented and mixed-use communities** emerging in regional activity centers that **will capture new employment and household growth.**

Energy & Environment

1. Significant **decrease in greenhouse gas emissions**, with substantial reductions in the built environment and transportation sector.
2. Protect and enhance region's environmental resources by meeting and exceeding standards for our air, water, and land.

Public Safety & Health

1. Safe communities for residents and visitors.
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2. ...protect the public health, safety, welfare, and preserve the lives, property, and economic well-being of the region and its residents.
3. Healthy communities with ...a **focus on wellness and prevention**

Targets and Indicators

In order to measure progress towards the broad transportation goals, *Region Forward* recommends that certain indicators be tracked. Table 5-1 below shows some of the targets and primary indicators from *Region Forward* that relate to walking and bicycling as well as corresponding, additional indicators which the bicycle and pedestrian subcommittee believes will give a more complete and timely picture of the region's progress. A (?) designates an indicator for which a practical data source has not yet been identified.

Table 5-1:

Region Forward 2050 Targets & Indicators

Suggested Supporting Indicators

Region Forward Targets	Primary Indicators	Data Source/Freq.	Baseline	Suggested Supporting Indicators	Data Sources/Freq.	Baseline
Increase the share of walk, bike, and transit trips.	Mode split – Percent of Walk, Bike and Transit Trips	2007/2008 household travel survey/10 years	Bike: 0.5% Walk: 8.5% Transit: 6.1% Auto: 81.6%	<ol style="list-style-type: none"> 1. Walk and bike commute mode share 2. Pedestrian and bicyclist counts 3. Pedestrian Access to Transit Mode Share *AM peak access 4. Bike Access to Transit mode share *AM peak access 5. Bike share trips Number of bike share trips per day & per bike share bike. 6. % Female cyclists <p>Adopt complete streets policies</p> <ol style="list-style-type: none"> 1. Jurisdictions with complete streets policies 	<ul style="list-style-type: none"> • US Census – American Community Survey (ACS) five year rolling average/ Annual • DC, Arlington counts/annual • WMATA rail passenger survey/5 years • Regional Bike Share trip numbers/annual 	<ul style="list-style-type: none"> • ACS available in 2010 • DC Average 2009 Peak hour count = 69 • female bicyclists = 19% • 0.55% bicycle mode of access to Metro in 2007 • 62.12% walk mode of access to Metro in 2007 • 33.3% am peak walk mode, 0.7% bike mode
Reduce VMT per capita	VMT per capita	2008 CLRP/Annual	Vehicle Miles Traveled per capita = 22.94	Share of VMT reduction attributable to increase in walking and bicycling	Estimate from mode shift to walking and bicycling/Annual	ACS 2010
Increase the rate of construction of bicycle and pedestrian facilities from the	Number of bicycle and pedestrian projects from the CLRP	Number of bicycle and pedestrian projects in the CLRP	CLRP/Annual	Pedestrian and Bicycle Infrastructure Construction <ol style="list-style-type: none"> 1. Centerline mileage of bike lane built 2. Mileage of Side Path Built 	<ul style="list-style-type: none"> • Bicycle and Pedestrian Regional Project Database/ 	9 miles bike lane 27 miles side path 25 miles MU path 5 bridges/tunnels 1 staffed bike

**Bicycle and Pedestrian Plan
for the National Capital Region
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CHAPTER 5. GOALS & INDICATORS

TPB plan.				<p>3. Mileage of Multiuse path built 4. Bicycle and pedestrian bridges and underpasses built 5. Public bicycle parking • Staffed bike stations 7. Number of Streetscaping projects completed/ Number of pedestrian intersection improvement projects completed Access to Transit 8. Bike share stations and bike share bikes at rail stations and transit hubs 9. Bike share stations and bike share bikes within 3 miles of a transit hub 10. Bike parking - Rack spaces, lockers bike cage, bike parking structure spaces 11. Parking usage rates (?) Bike Sharing 1. Number of bike sharing stations 2. Number of bike sharing bicycles</p>	<p>Annual • WMATA rail passenger survey/5 years • WMATA web site – Bike ‘N Ride • WMATA Bus Stop Inventory/? • Capital Bikeshare</p>	<p>station 9 streetscaping projects 16 pedestrian intersection projects 77 Metro Stations have racks and/or lockers. 1,280 single bike lockers and about 1,600 bike racks - with capacity for about 3,150 bikes Zero bike cage spaces, bike parking structure spaces 10 bike sharing stations 100 bike sharing bikes</p>
Targets	Primary Indicators	Data Source/Freq.	Baseline	Suggested Supporting Indicators	Data Sources/Freq.	Baseline
Reduce pedestrian and bicyclist fatalities and injuries	Pedestrian and Bicyclist Injuries and Fatalities	Virginia DMV, DDOT, and Maryland Office of Highway Safety/Annual	2004-2008: 84 pedestrian deaths 7 bicyclist deaths 2007: 1962 pedestrian injuries 653 bicyclist injuries	<p>Education • Number of school children trained in safe walking and bicycling (?) • Recognition of key safety messages by the general public • Number of Bike to Work day participants Enforcement: Number of pedestrian-related and bicycle-related citations and warnings issued as part of the Street Smart campaign. 1. Speeding</p>	<p>1. Safe Routes to School Program/Annual 2. Street Smart Annual Report 3. Bike to Work Day Annual Report 4. Street Smart Enforcement Reports/annual</p>	<p>• 3500 children trained in DC in 2008, 2700 in Rockville. Virginia SRTS does not tally such numbers. • 8500 Bike to Work Day participants in 2010</p>

				<ul style="list-style-type: none"> 2. Speeding, school zone 3. Reckless driving 4. Passing stopped school bus 5. Failure to yield to pedestrian or bicyclist 6. Cross against the signal (pedestrian) 7. Walk into the path of motor vehicle outside marked or unmarked crosswalk. 8. Ignore traffic signal (bicyclist) 9. Wrong way riding 10. Ride on sidewalk where prohibited 		
Targets	Primary Indicators	Data Source/Freq.	Baseline	Suggested Indicators	Data Sources/Freq.	Baseline