

Item 8, April 7, 2006

TPB Technical Committee

**Draft Bicycle and Pedestrian Plan
for the National Capital Region**

Briefing to the TPB Technical Committee

April 7, 2006

Item 8

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COG/TPB Staff

Background

- TPB Vision calls for a Bicycle and Pedestrian Plan
- Created under the guidance of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee
- Successor to the 1995 regional Bicycle Plan and the 2001 *Priorities 2000: Metropolitan Washington Greenways and Circulation Systems* reports
- Will be advisory to the CLRP, not financially constrained
- Intended to be a resource for planners and the public

The Draft Bicycle and Pedestrian Plan: An Overview

- Planning Context:
 - TPB Vision
 - Federal, State Policies
 - Local plans
- Trends
 - Mode share
 - Safety
- Existing Facilities for Bicycling and Walking
- List of Funded and Unfunded Bicycle and Pedestrian Projects identified by TPB Members
 - On-line database
- Best Practices

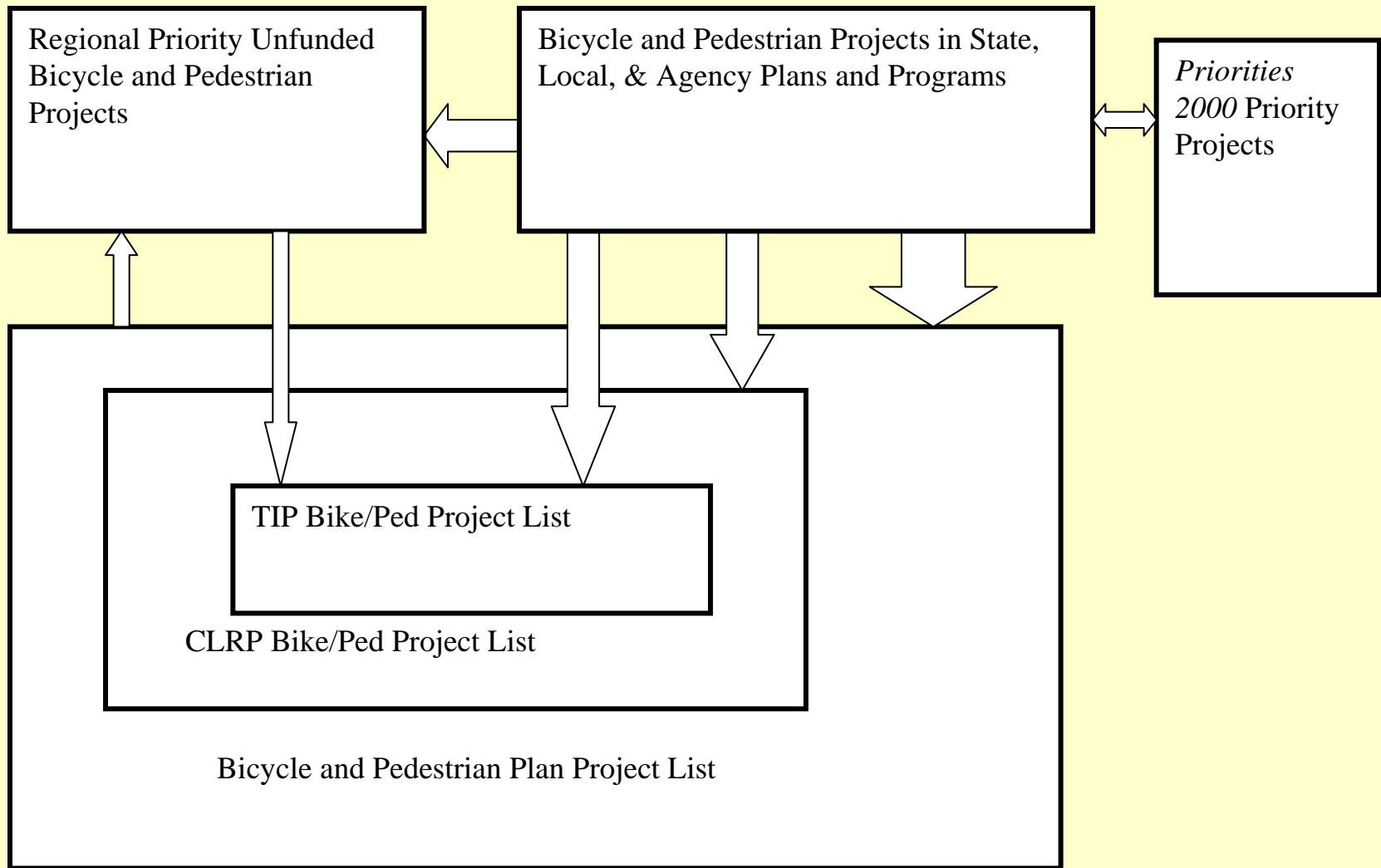
Planning Context

- TPB Vision, adopted in 1998, calls for:
 - Convenient, safe bicycle and pedestrian access
 - Increased walk and bike mode share
 - Incorporation of pedestrian and bicycle facilities in transportation projects
 - Walkable regional activity centers and urban core
- 2001 *Greenways and Circulation Systems* reports identify specific projects that support the TPB Vision for walking and bicycling
- Federal and State Policies
 - USDOT Guidance (2000) – “Routine Accommodation”
 - VDOT Policy (2003) - “Routine Accommodation”
 - SAFETEA-LU (2005)
 - Safe Routes to School
 - Funding eligibility
 - ADA

Planning Context

- CLRP and TIP Bicycle and Pedestrian (B/P) Projects
 - The 2005 CLRP identifies \$147 million in B/P projects (See Appendix C)
 - The 2006-2011 TIP identifies \$122 million in B/P projects (See Appendix D)
 - Many B/P projects are subsumed within larger transportation projects
- Local Plans - Most jurisdictions and agencies have:
 - A bicycle or pedestrian plan
 - Selected local plan projects are incorporated into the regional plan
 - One or more part or full-time bicycle, pedestrian, or trails planners
- Priority Unfunded Regional Projects
 - The B/P Subcommittee periodically identifies a short list of high priority, unfunded B/P projects
 - The B/P Plan will provide the new context for future lists

Relationship Between Bicycle and Pedestrian Plan, the CLRP, and the TIP



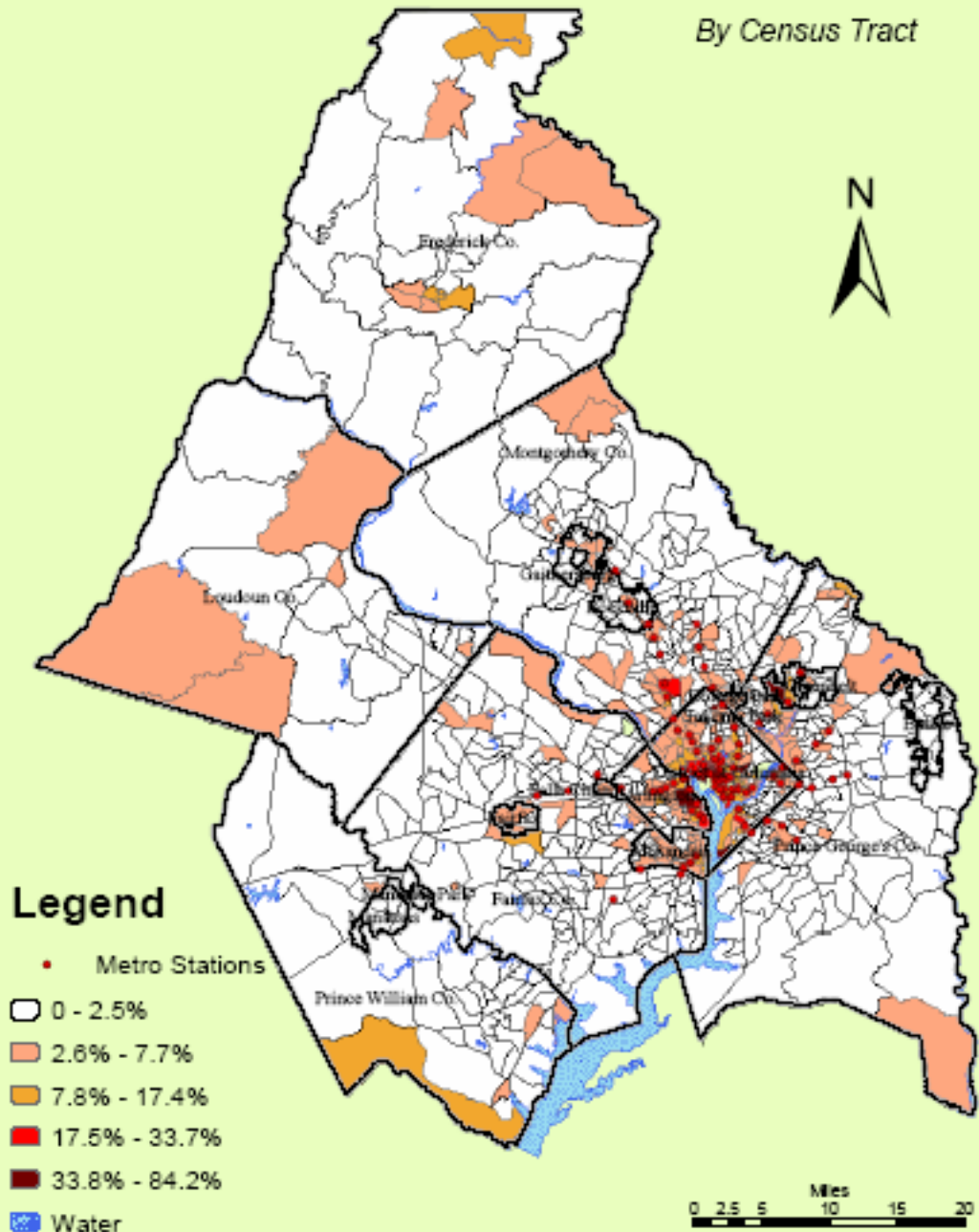
TPB Involvement in Encouraging Bicycling and Walking in the Region

- Commuter Connections: Bike to Work Day
 - 5,000 participants
 - 20 “pit stops”
 - Friday, May 19. Register at www.waba.org
- Bike to Work Guide
 - A publication for employers and employees
- ADC Regional Bike Map
- Guaranteed Ride Home

Trends for Walking and Bicycling

- Nationally, 10% of all trips are made on foot or by bike
- The Washington region has a pedestrian and bicycle commute mode share of 3.4%, compared to a national average of 3.31%
- Bicycling and Walking are most common
 - In neighborhoods near downtown D.C.
 - Near selected metro stations
 - Near college campuses
 - Near major trails
 - On military bases
- The following maps and charts show walk and bike commute data from the 2000 Census

Figure 2-3:
2000 Walk Commute Mode Share
By Census Tract



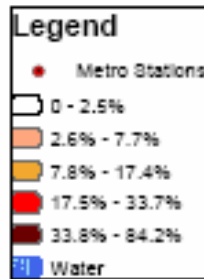
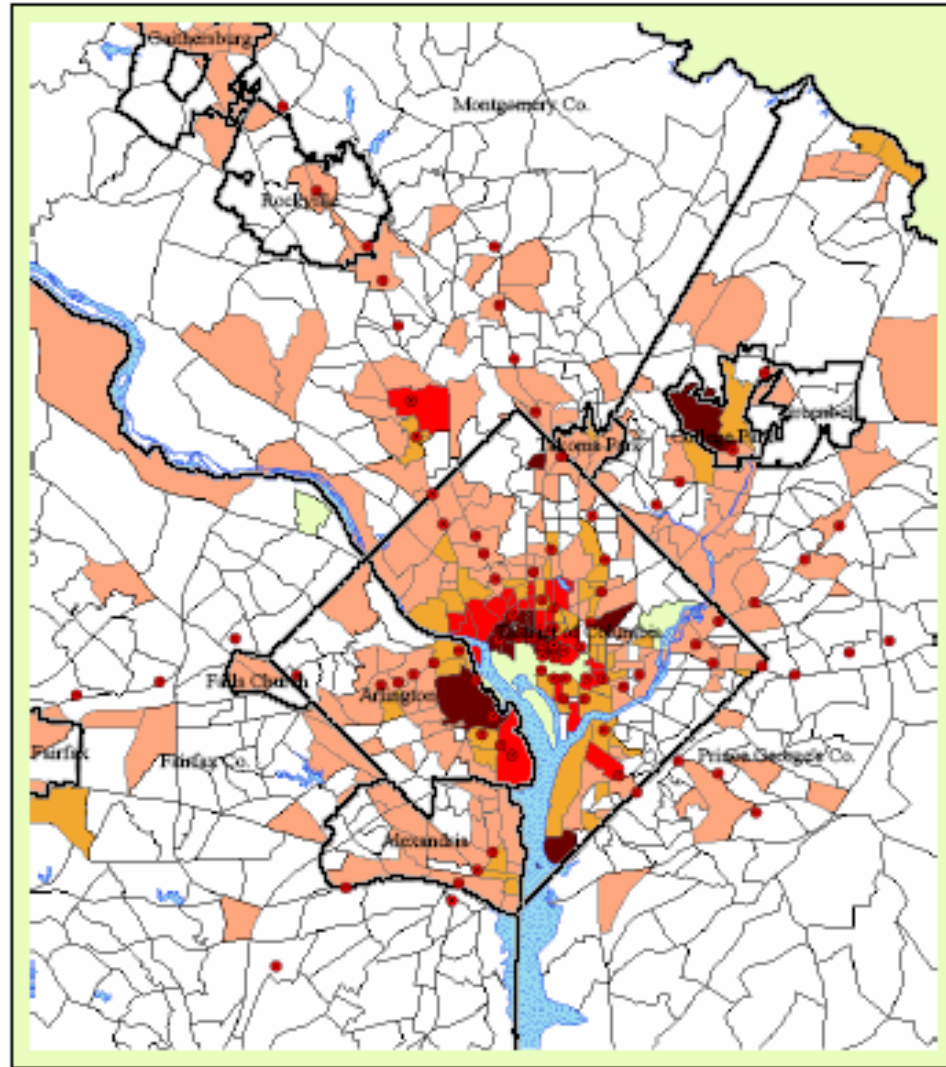
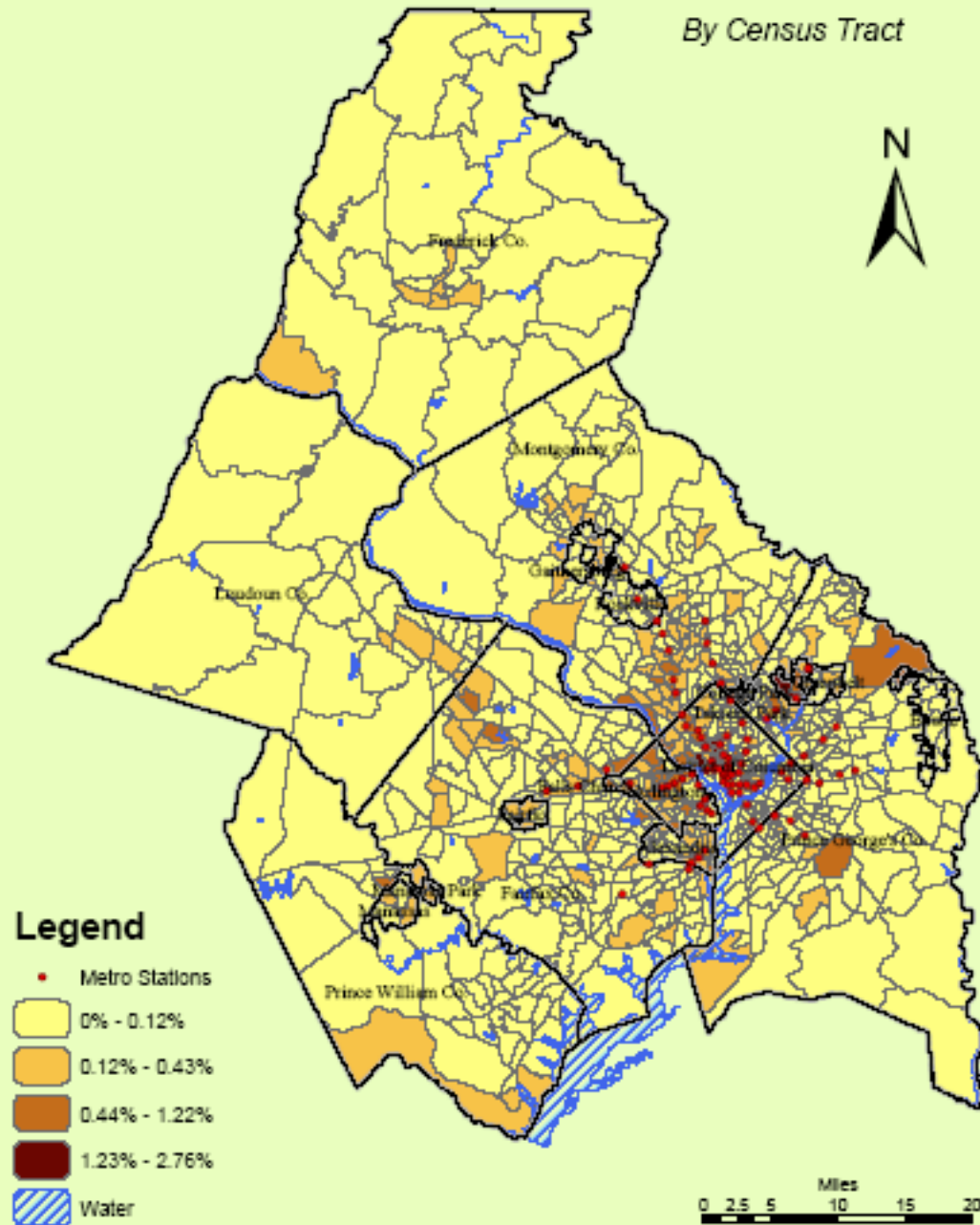


Figure 2-4:
 2000 Walk Commute Mode Share
By Census Tract



Figure 2-1:
2000 Bike Commute Mode Share

By Census Tract



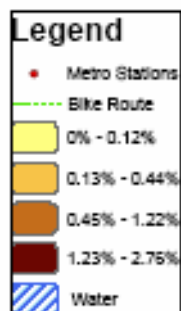
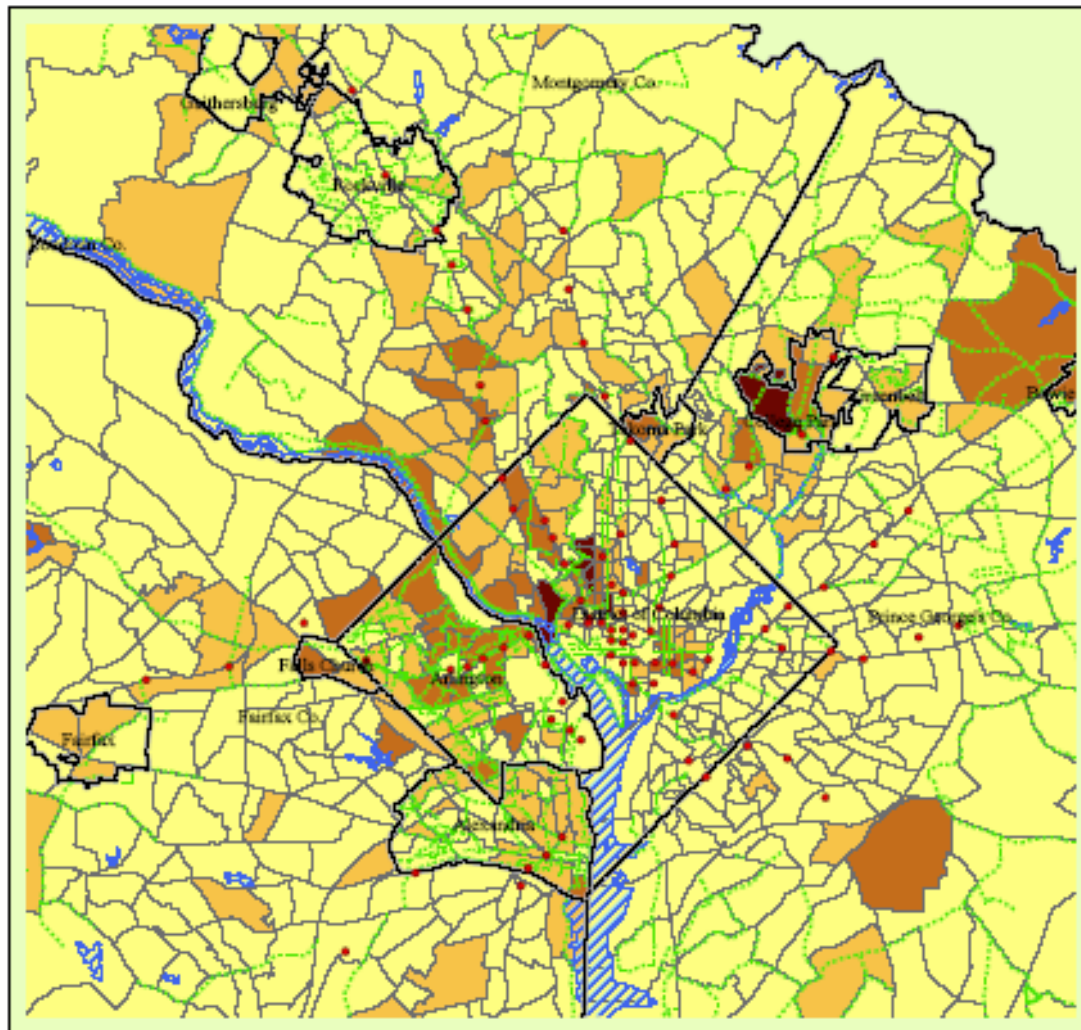


Figure 2-2:
2000 Bike Commute Mode Share
By Census Tract



Chart 2-1: Percentage of Workers Walking to Work

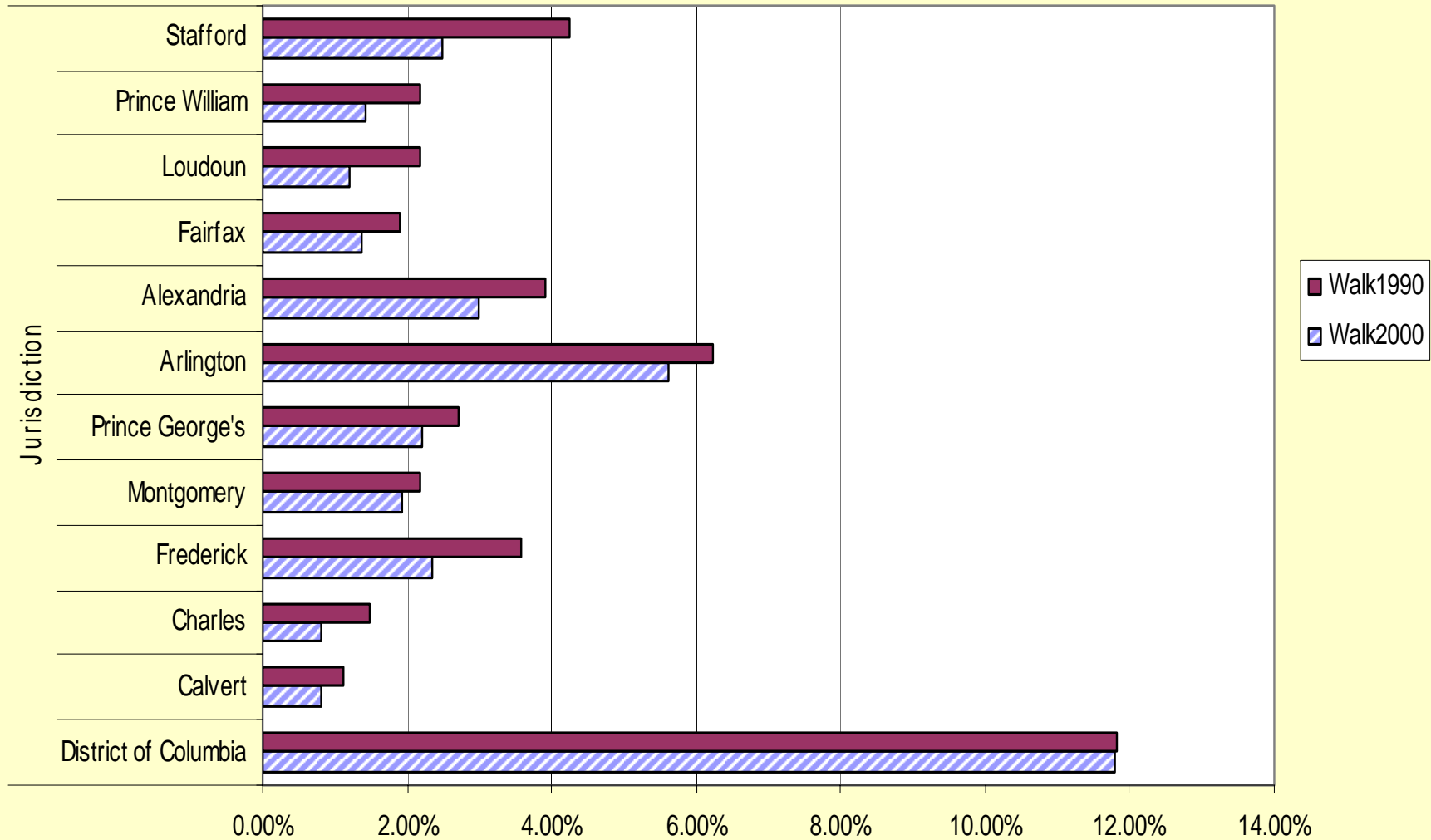


Chart 2-2: Percentage of Workers Biking to Work

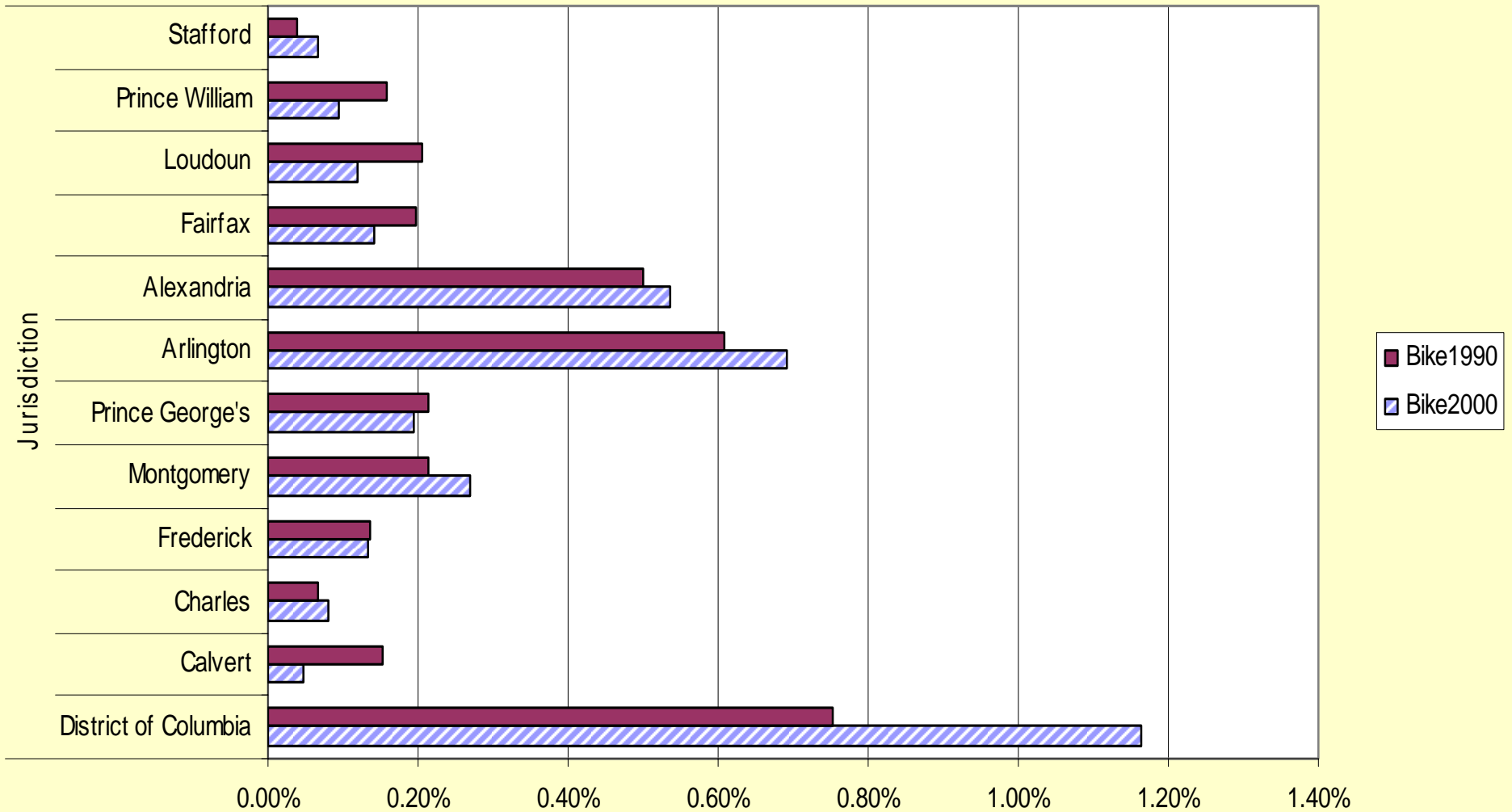
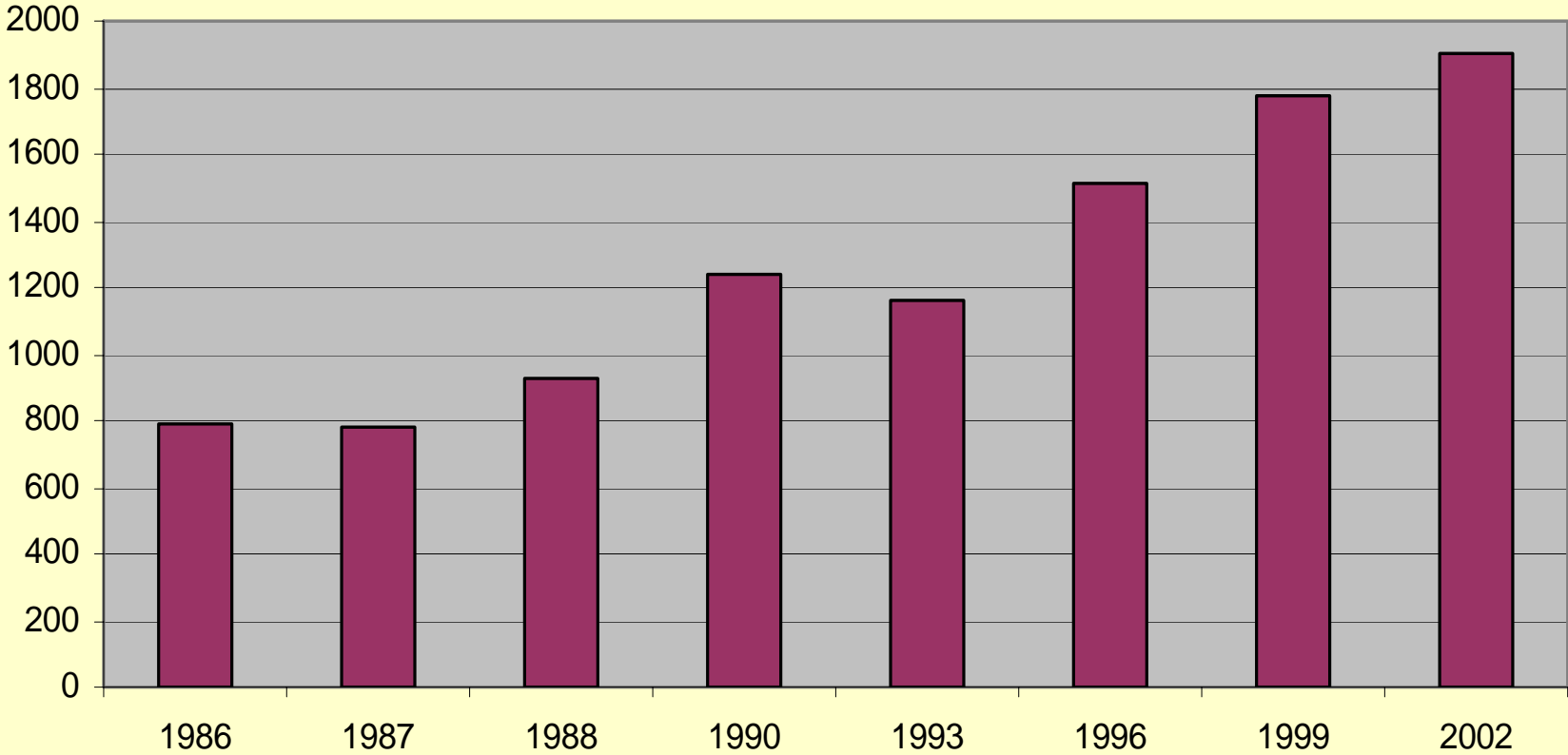


Chart 2-3:
Bicycles Entering D.C. Section of the Metro Core



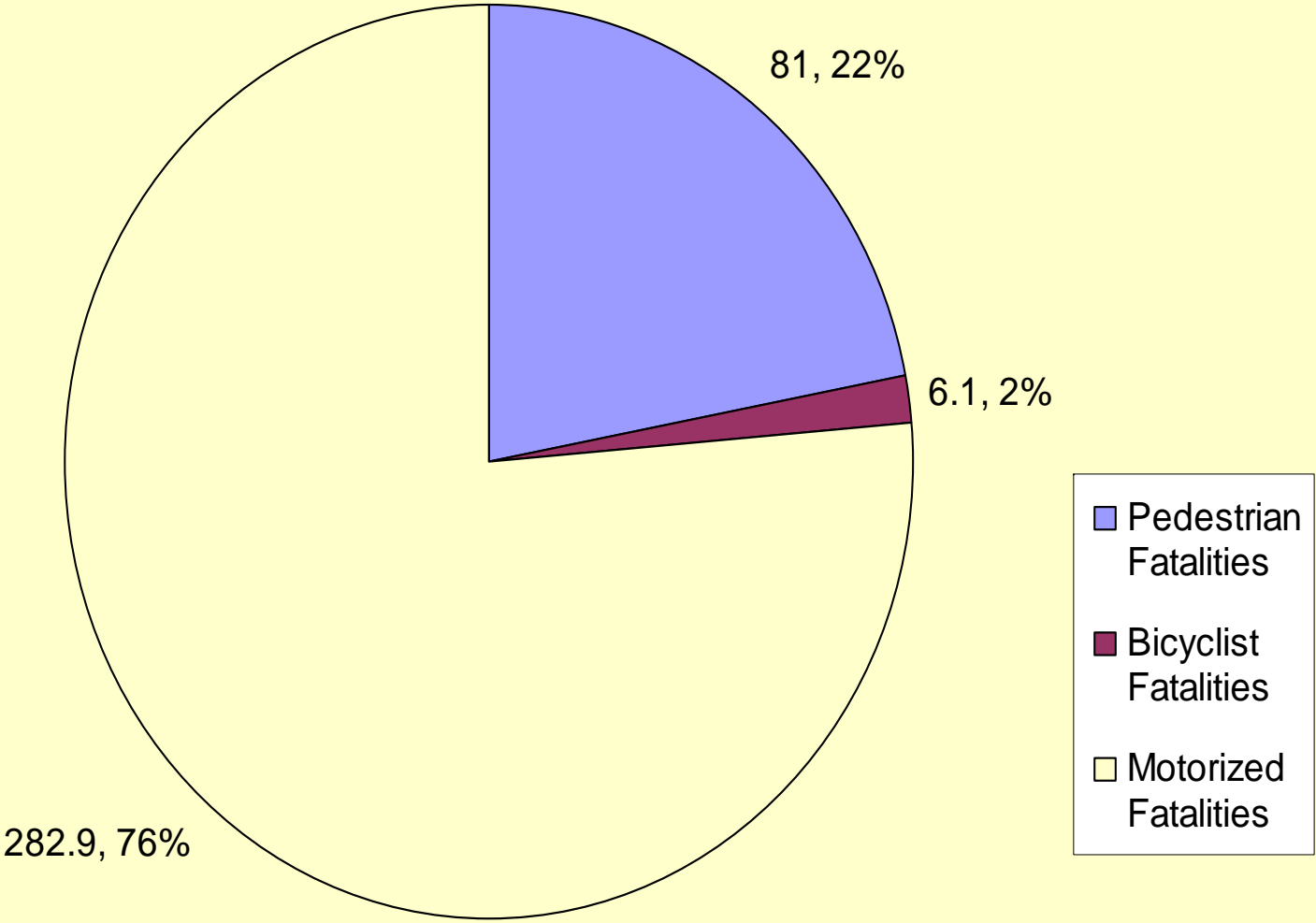
Walk and Bike to Transit

- Walking is the dominant mode of access to transit.
 - 83% bus
 - 61% Metrorail
 - Varies by station (See Appendix G)
- Biking to transit is less common
 - 0.31% access Metrorail by bike
 - Most common near college campuses and major bike trails (See Appendix H)
 - Room for Growth
 - 17% of commutes are less than five miles, potentially bikable
 - 85% of trips to transit/rideshare are less than five miles

Safety

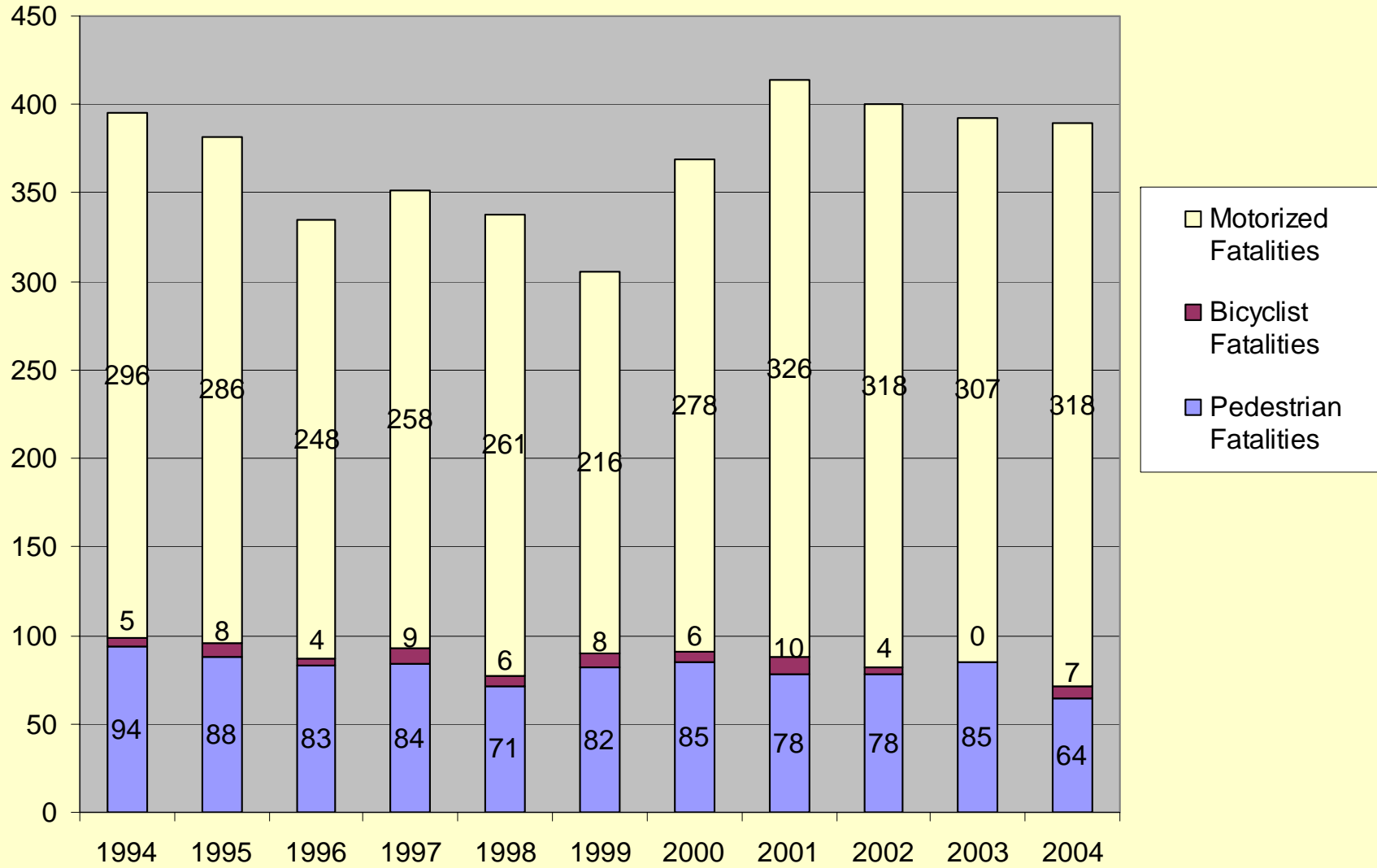
- Pedestrian and bicyclist fatalities account for nearly a quarter of regional traffic deaths
- Pedestrian and bicyclist fatalities declined slightly 1994-2004
- The highest fatality rates are found in the urban core and inner suburban areas
- However, in no major jurisdiction do pedestrian fatalities account for less than 10% of total traffic fatalities

Average Annual Pedestrian and Bicyclist Fatalities in the Washington Region, 1994-2004

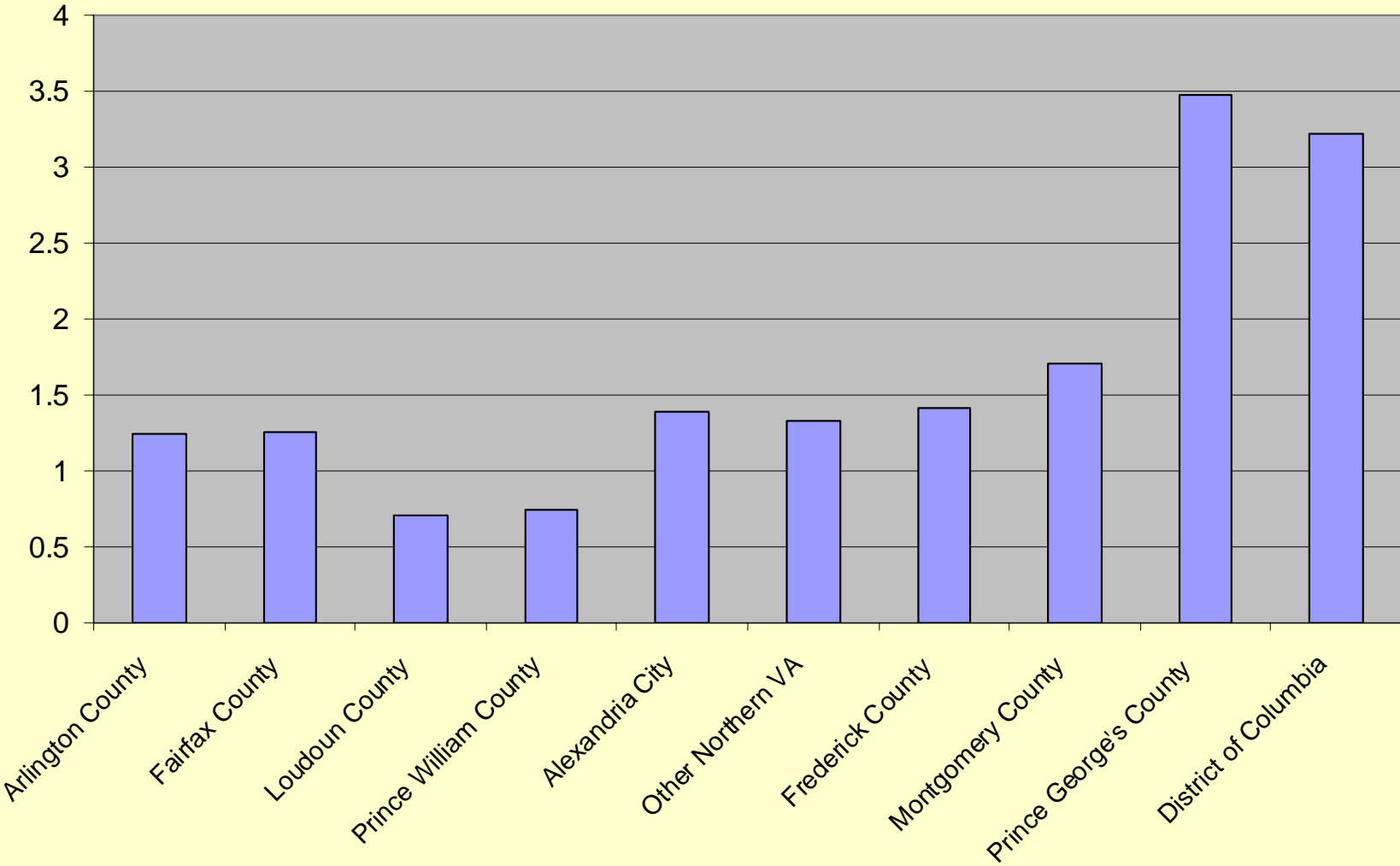


Total: 370/year

Chart 3-2: Pedestrian, Bicyclist, and Motorized Traffic Fatalities in the Washington Region, 1994-2004



**Chart 3-4:
Average Annual Pedestrian and Bicyclist Fatalities Per 100,000 people, 1994-2003**



Existing Facilities for Walking and Bicycling

- Shared-use paths (bike trails) -- 190 miles
- Side-paths -- 300 miles
- Bike lanes -- 60 miles

Bicycle and Pedestrian Access to Transit

- Bikes are allowed on Metrorail except weekdays from 7 to 10 a.m. and 4 to 7 p.m.
- Metrorail stations have 1,141 locker parking spaces, and 1,183 rack parking spaces for bicycles
- Most bus systems in the region have bike racks on the front of their buses
- Of the 175 park and ride lots, 50 have bike lockers or racks
- WMATA is planning to improve pedestrian access to its suburban stations

Projects in the Draft Bicycle and Pedestrian Plan

- Multi-Use Path on its own right of way - 66 miles
- Side-Path - 430 miles
- Bike Lane - 236 miles
- Bridge/Tunnel - 19 projects
- Pedestrian Intersection Improvement - 55 projects
- Streetscape - 8 major projects
- Bicycle Parking - 4 major projects

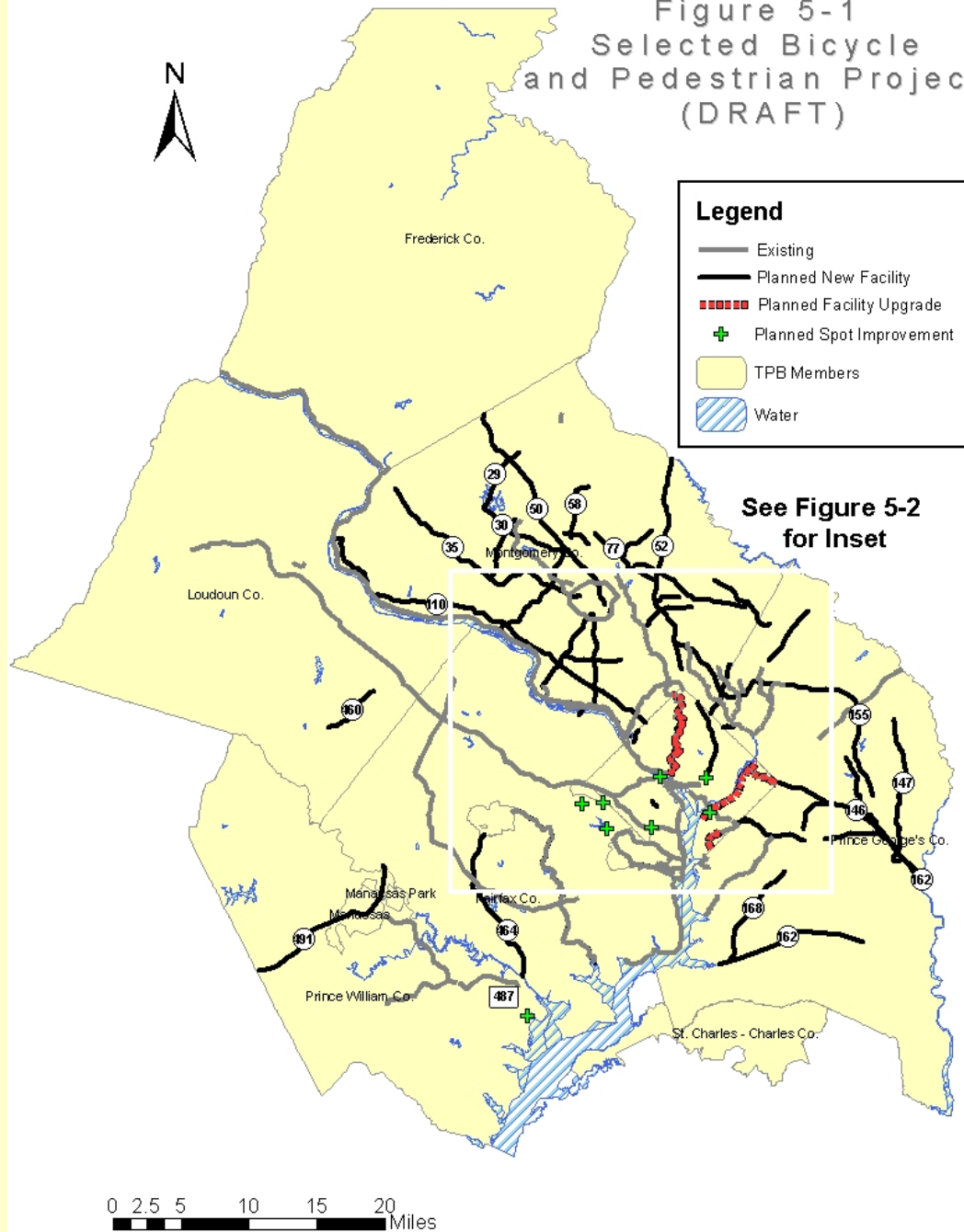
Draft Bicycle and Pedestrian Plan Project Costs

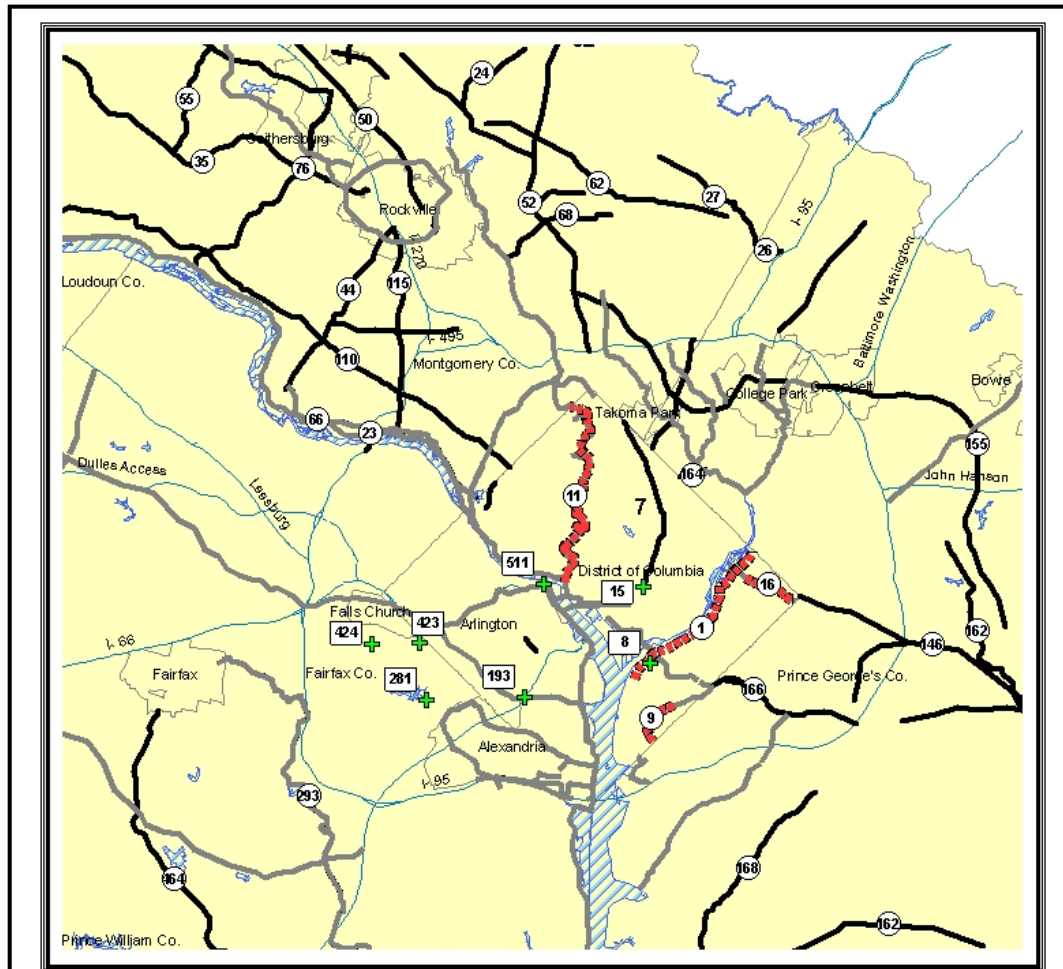
- 470 Projects
 - 88 have a sponsor-identified cost, totaling approximately \$180 million
 - Imputed cost for the projects without an identified cost is estimated at \$370 million
 - Imputed cost is derived by multiplying facility mileage or numbers of projects by an estimated cost per mile or per project
 - Total estimated cost for the draft B/P Plan Projects is \$550 million

Maps of Selected Projects in the Draft Bicycle and Pedestrian Plan

- Selected Bicycle and Pedestrian Projects are mapped in Figures 5-1 and 5-2
- Projects are listed on slide 28. Numbers correspond to the project list numbers in Appendix A
- Project numbers will change in future drafts due to project additions and deletions
- Mapped projects include all multi-use paths greater than three miles in length, and all projects costing more than \$300,000

Figure 5-1
Selected Bicycle
and Pedestrian Projects
(DRAFT)





Legend








-  Existing
-  Planned New Facility
-  Planned Facility Upgrade
-  Planned Spot Improvement
-  Major Highways
-  Water
-  COG/TPB Members

Figure 5-2: Selected Bicycle and Pedestrian Projects in the Central Washington Region (DRAFT)

0 1.5 3 6 9 12 Miles



List of Mapped B/P Projects	
Project Number	Project Name
1	Anacostia Riverwalk Trail
7	Metropolitan Branch Trail
8	New Pedestrian Bridge over Anacostia Freeway
9	Oxon Run Trail Restoration
11	Rock Creek Park Trail
15	Union Station Bike Station
16	Watts Branch Trail
23	American Legion Bridge
24	Bowie Mill Road
26	Briggs Chaney Road East
27	Briggs Chaney Road West
29	Clarksburg Road (MD 121)/Stringtown Road
30	Clopper Road/Diamond Avenue (MD 117)
35	Darnestown Road (MD 28) - North
44	Falls Road (MD 189)
50	Frederick Road (MD 355) - Upcounty
52	Georgia Avenue (MD 97) - North
55	Germantown Road (MD 118)
58	Goshen Road/Brink Road
68	Matthew Henson Trail
77	Muncaster Mill Road (MD 115)/Norbeck Road
110	River Road (MD190)
146	Chesapeake Beach Rail-Trail
155	MD 193
162	Piscataway Creek Trail
164	Prince George's Connector
166	Suitland Parkway Trail
168	Tinkers Creek Trail
193	I-395 Shirlington Underpass, Four Mile Run Trail
281	Columbia Pike
293	Ferry Landing Road
423	US 50 Install Median Barrier and Fence
424	US 50 Pedestrian Bridge
464	Prince William Parkway Trail
511	Rosslyn Circle Crossing

Bicycle and Pedestrian Project Database

- Project list in Appendix A derives from a regional B/P project database
- Appendix B is a data dictionary and sample database entry form
 - Database contains more information than the printed document
- For the first time, B/P Subcommittee members are able to view, enter and edit listings on-line
- Will be a resource separate from the printed document

Best Practices

- B/P Subcommittee has developed a set of recommended best practices for consideration by the member jurisdictions
- Many of the member jurisdictions have implemented some or all of them
- Best practices are as follows:
 - Incorporate B/P elements in all planning & design policies
 - Adhere to B/P design standards
 - Improve B/P circulation within and between regional activity centers
 - Provide bicycle support facilities
 - Develop B/P safety, education & enforcement programs
 - Develop a high visibility B/P project

Schedule

- TPB Technical Committee Review
 - April 7
 - May 5
 - June 2
- B/P Subcommittee/Work Group
 - April 18
 - May 16
- TPB
 - Draft May 17
 - Final for Approval June 21