

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Draft 2022 Update

Michael Farrell
TPB Senior Transportation Planner

TPB Community Advisory Committee
February 10, 2022



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

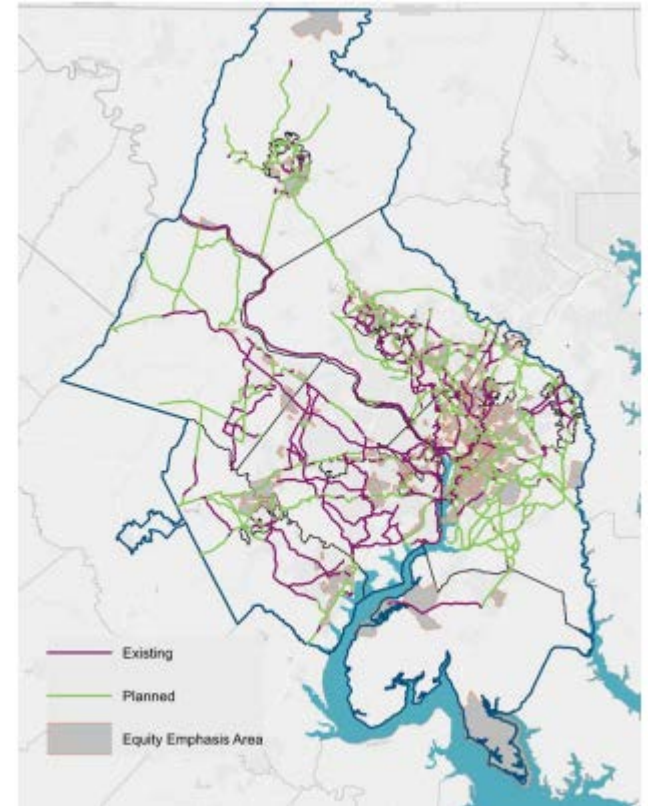
New for 2022

- 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)

- Regional
 - TPB Vision
 - Visualize 2045 Aspirational Initiatives
 - National Capital Trail Network
 - Complete Streets
 - Green Streets
- Federal Guidance and Legislation
- State/ Local/WMATA/NPS Plans
- Funding & Encouragement
 - TLC, TAP, TAFA, RRSP, Street Smart, Commuter Connections BTWD



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

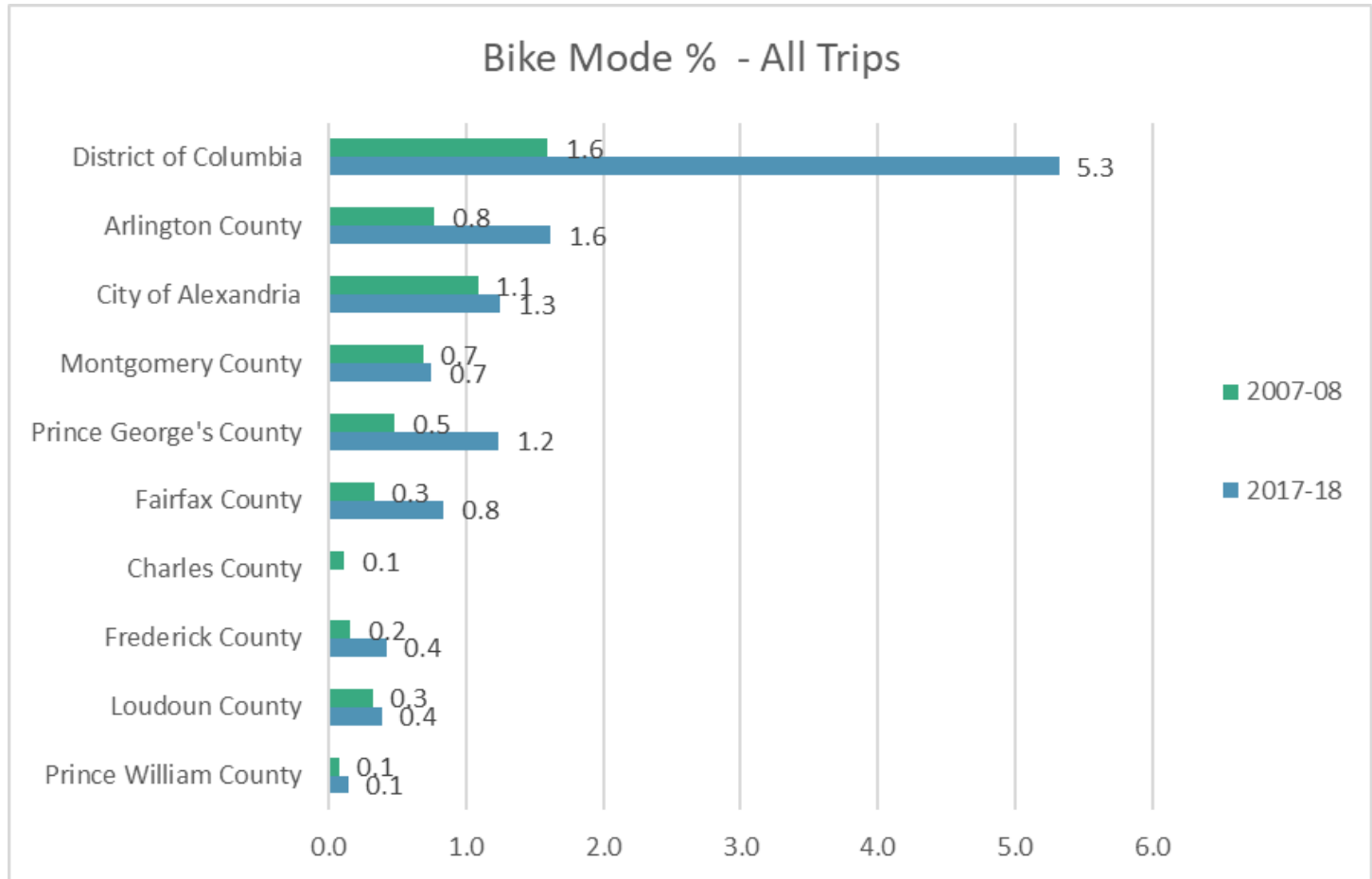
Biking/Walking in the Region (Ch. 2)

- 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

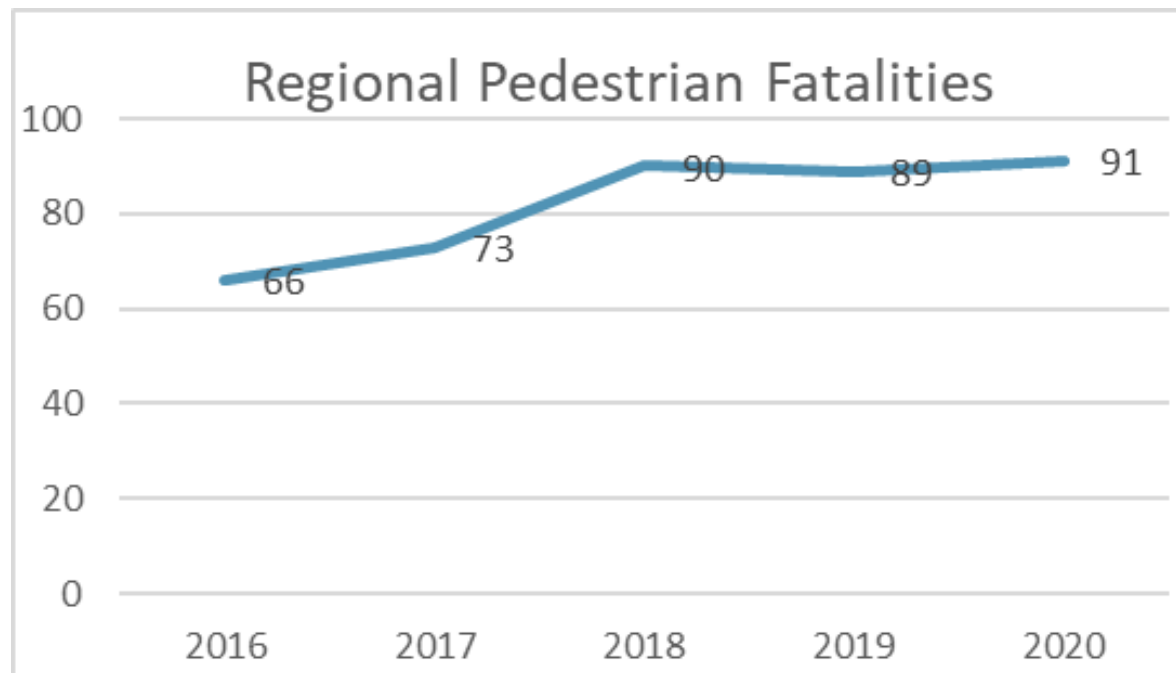


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



Pedestrian & Bicyclist Safety (Chapter 3)

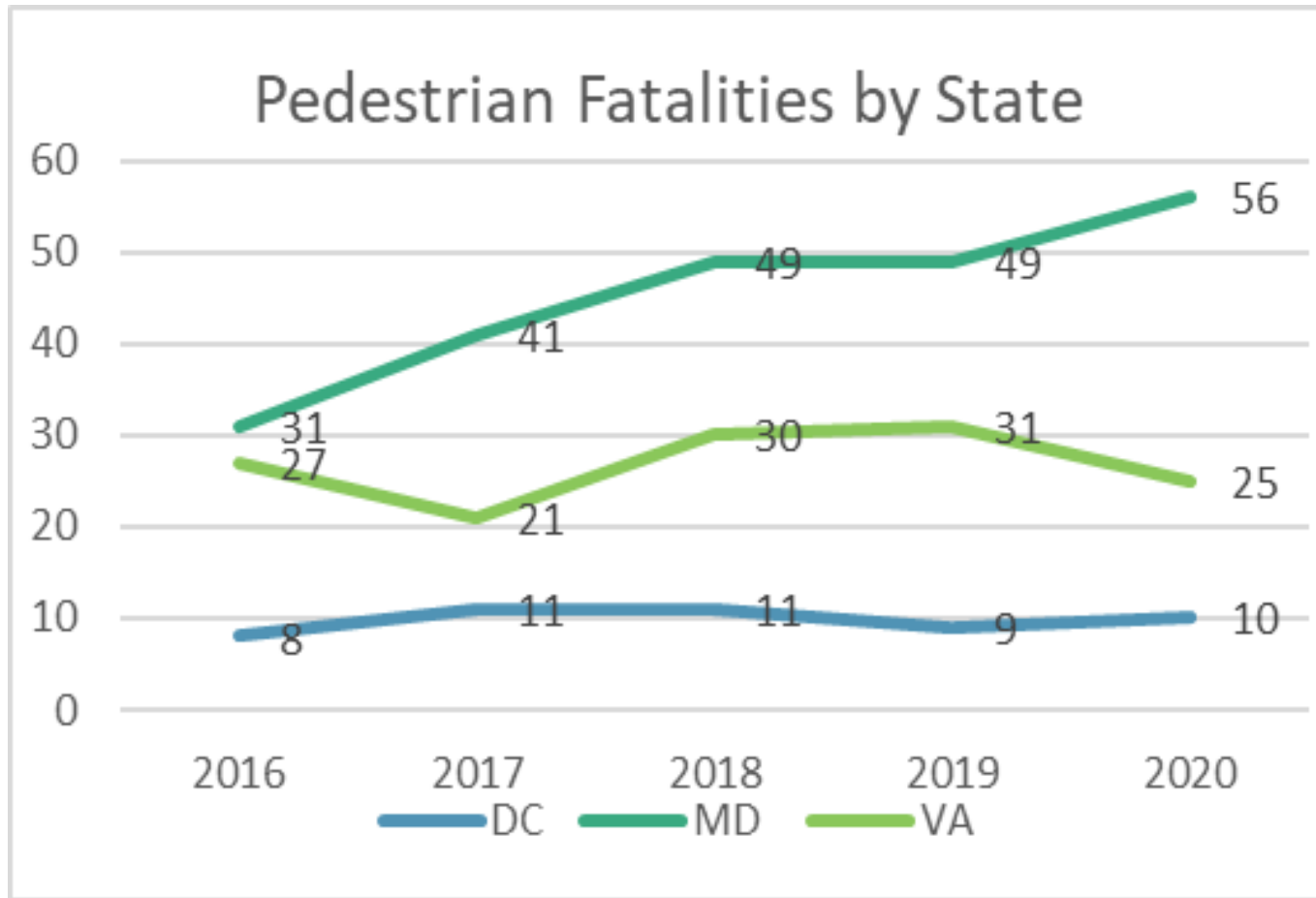
- Pedestrian & bicyclist fatality/serious injury crash trends
- Education and enforcement; Street Smart campaign



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
- 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)

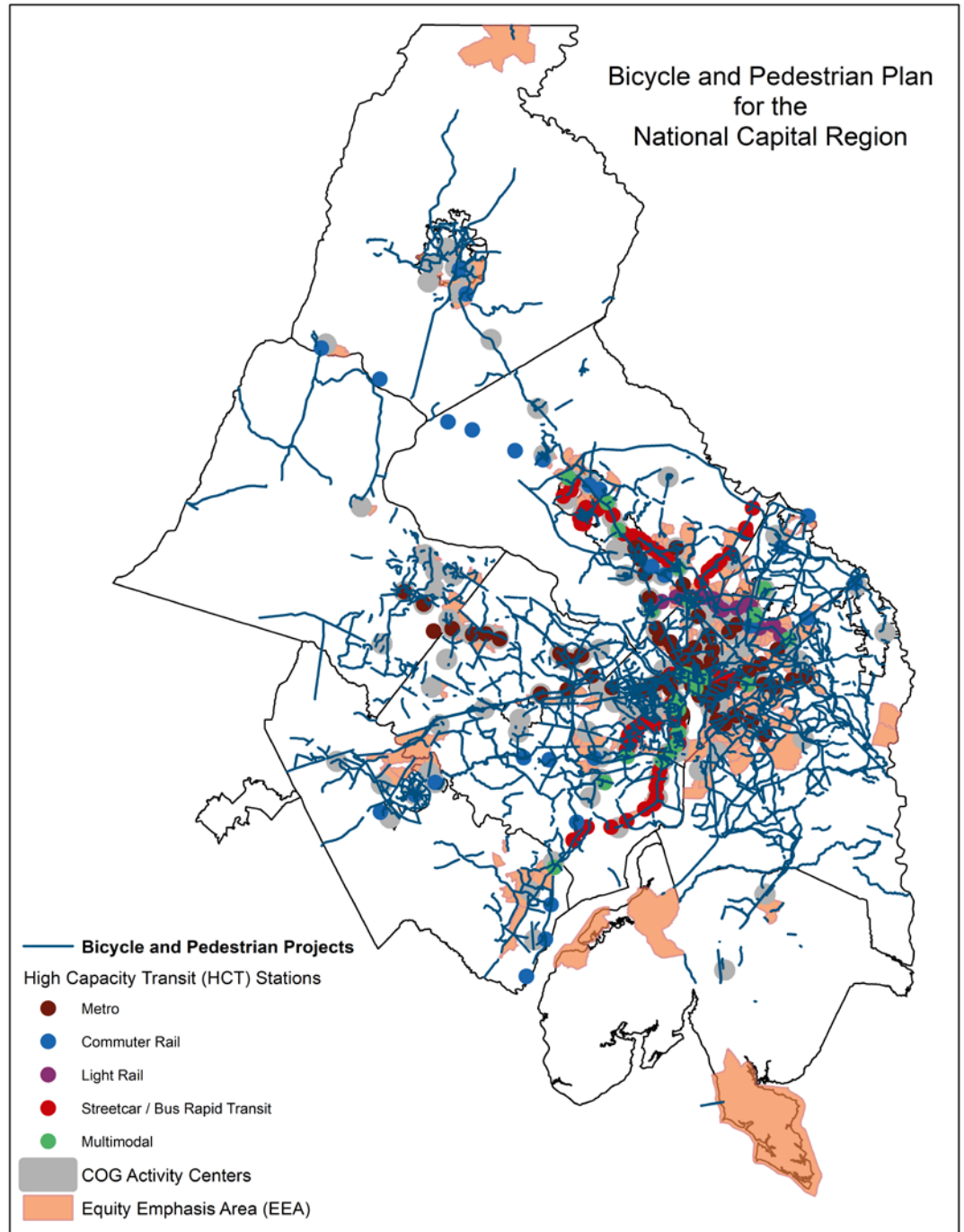
- Planned network and project list: 2,500 miles, 1,650 projects
 - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
 - “Low stress” = shared use paths/protected bicycle lanes/boulevards
 - 76% of the population and 87% of the jobs will be within a half mile of the planned 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
 - 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



Andrew Meese

Program Director, Systems Performance Planning

(202) 962-3789

ameese@mwkog.org

Michael Farrell

Senior Transportation Planner

(202) 962-3760

mfarrell@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

Additional Slides



Bulbouts & Protected Intersections

New York Avenue NW



“Tactical Urbanism” - Flexpost
Bulbouts, NW DC



Dual Facilities

Virginia Avenue SE/Bike Trail & Sidewalk



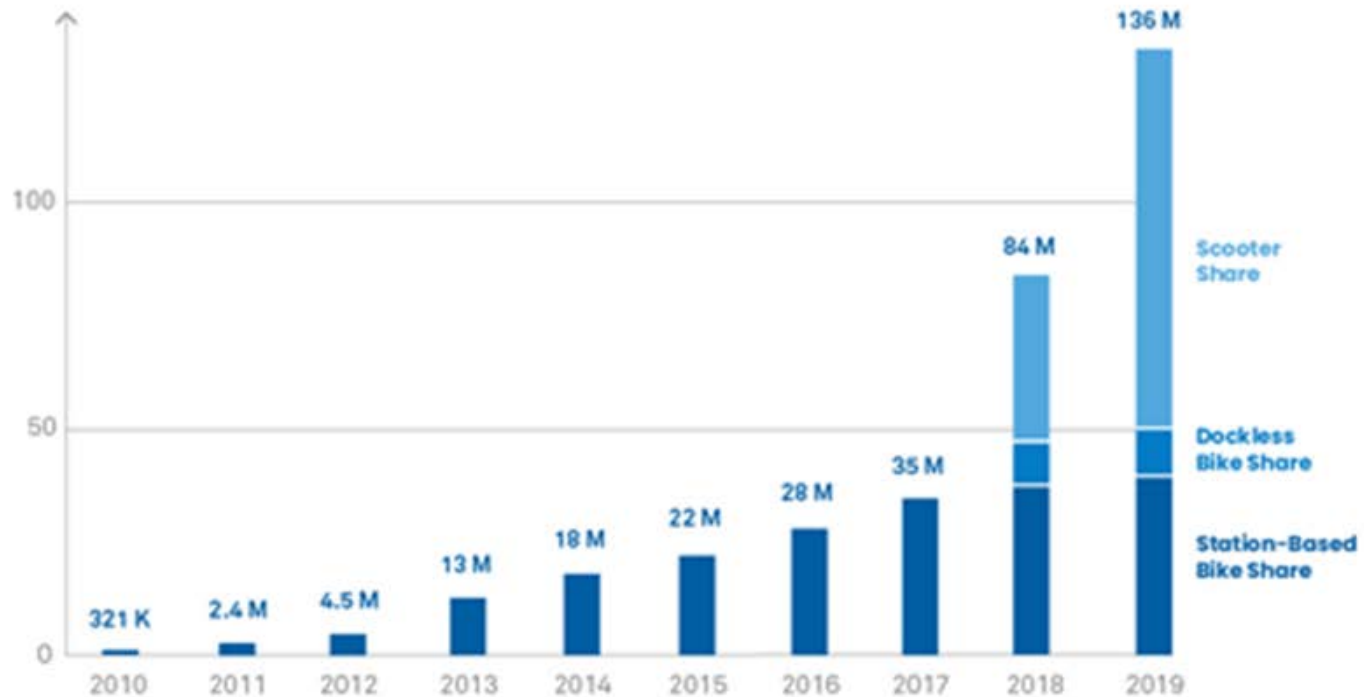
The Wharf, DC



E-Scooter Boom 2018-2019

SHARED MICROMOBILITY RIDERSHIP GROWTH FROM 2010-2019,
IN MILLIONS OF TRIPS

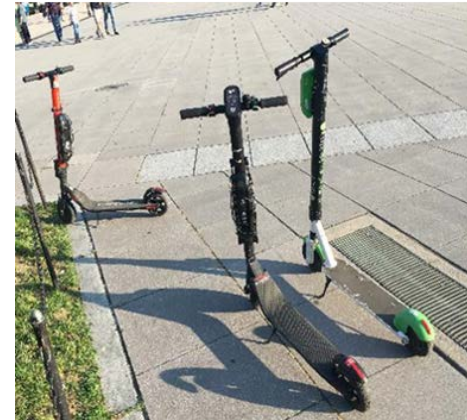
Source: NACTO



E-Scooter Sidewalk Riding/Parking

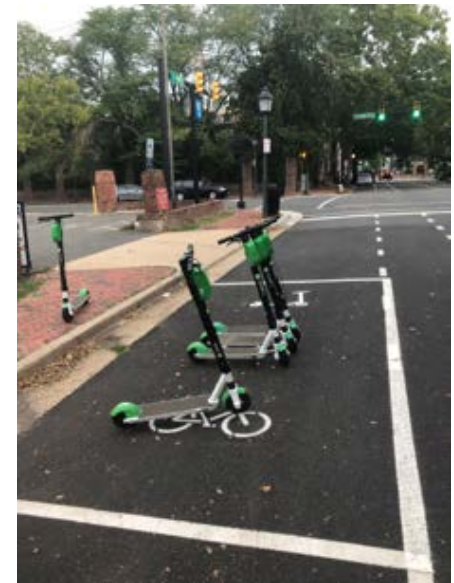
Opportunities to Reduce Conflicts:

- 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)



E-Scooter Regulation & Training

- Permits Limit Numbers, Locations
- Age limits
- Geofencing
- Speed regulators
- Push notifications
- In-person Training Events
 - Most crashes caused by inexperience

