

Overview

This *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by a number of regional, state, and local policy statements, plans, and studies, including the *Vision* and the *Regional Transportation Priorities Plan (RTPP)* of the Transportation Planning Board, the *Region Forward 2050* vision of the Council of Governments, federal and state guidance on provision of bicycle and pedestrian facilities, the Constrained Long Range Plan and Transportation Improvement Program, and state and local bicycle and pedestrian plans.

This plan is intended to help fulfill the goals of the *TPB Vision*, *RTPP*, and *Region Forward 2050* for bicyclists and pedestrians. It includes performance measures that will show progress towards the *Vision* and *Region Forward* goals.

I. Regional Planning

The Vision of the Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington region. It brings key decision-makers together to coordinate planning and funding for the region's transportation system.

The TPB's official vision statement for the region, the [*Transportation Vision for the 21st Century*](#), adopted in 1998, is meant to guide regional transportation investments into the new century. The *Vision* is not a plan with a map or specific lists of projects. It lays out eight broad goals, with associated objectives and strategies that will help the region reach its goals.

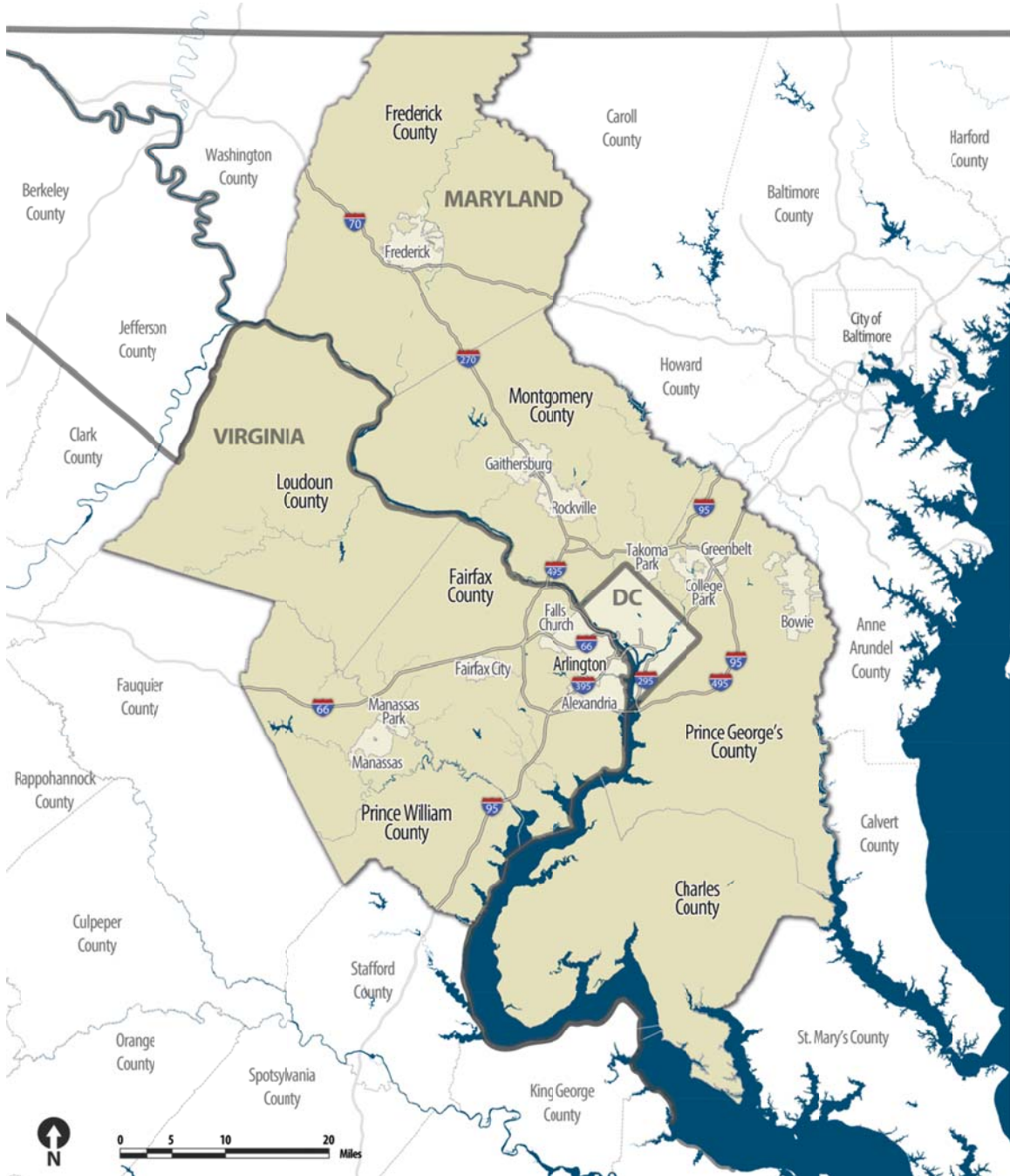
*The Vision of the
TPB calls for more
Walking and
Biking*

The *Vision* is supportive of pedestrians and bicyclists. It calls for:

- Convenient, safe bicycle and pedestrian access
- Walkable regional activity centers and urban core
- Reduced reliance on the automobile
- Increased walk and bike mode share
- Including bicycle and pedestrian facilities in new transportation projects and improvements
- Implementation of a regional bicycle and pedestrian plan

Other goals of the *Vision* affect bicyclists and pedestrians, such as: maintaining the existing transportation system, reducing the per capita vehicle miles traveled, linking land use and transportation planning, and achieving enhanced funding for transportation priorities. Sections of the *Vision* relating to bicycle and pedestrian goals are highlighted

**National Capital Region Transportation Planning Board
Member Jurisdictions**



in Table 1-1.

Table 1-1: Bicycle and Pedestrian Provisions of the Transportation Vision

<p><u>Goal 1. The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.</u></p> <p>Objective 4: Convenient bicycle and pedestrian access.</p> <p>Strategy 3: Make the region's transportation facilities safer, more accessible and less intimidating for pedestrians, bicyclists, and persons with special needs.</p> <p><u>Goal 2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy through the entire region, including a healthy regional core and dynamic region activity center with a mix of jobs, housing, and services in a walkable environment.</u></p> <p>Objective 2: Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.</p> <p>Objective 4: Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.</p> <p><u>Goal 5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.</u></p> <p>Objective 3: Increased transit, ridesharing, bicycling and walking mode shares.</p> <p>Strategy 7: Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.</p>
--

Region Forward 2050

The Council of Governments is a regional organization of Washington area local governments. COG is comprised of 21 local governments surrounding our nation's capital, plus area members of the Maryland and Virginia legislatures, the U.S. Senate, and the U.S. House of Representatives.

*Region Forward 2050
Calls for Faster
Construction of the
projects in the Bicycle
and Pedestrian Plan*

COG provides a focus for action and develops sound regional responses to such issues as the environment, affordable housing, economic

development, health and family concerns, human services, population growth, public safety, and transportation.

In January 2010 the Council of Governments adopted *Region Forward*, a vision for the National Capital region in 2050. 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. For transportation, *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.



Provisions of *Region Forward* relating to bicycling and walking are summarized in Table 1-2.

**Table 1-2:
Bicycle and Pedestrian Provisions of Region Forward 2050**

Goals:

- Transit-oriented, compact, **walkable mixed-use communities** emerging in Regional Activity Centers that will capture new employment and household growth.
- A transportation system that maximizes **community connectivity** and **walkability**, and minimizes ecological harm to the region and the world beyond.
- 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**.
- Safe and healthy communities

Targets:

Reduce daily vehicle miles traveled (VMT) per capita.

Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's (bicycle and pedestrian) plan.

Prioritize walking and biking options by **improving pedestrian and bicycle networks**, especially in the regional activity centers. Planning and street improvements will focus on:

- Wide sidewalks

- Street trees
- Mixed-use development
- Pedestrian-friendly public spaces
- Bike stations near transit hubs
- Bike lanes
- Bike sharing

Increase the share of **walk, bike** and transit trips

- Give people options to meet everyday needs locally by building mixed-use developments

Reduce pedestrian and bicyclist fatalities

- Build sidewalks, bike lanes, and other improvements
- Narrower local streets
- Better crossings
- Lower speeds for vehicles on local streets and arterials
- More education and enforcement

Indicators:

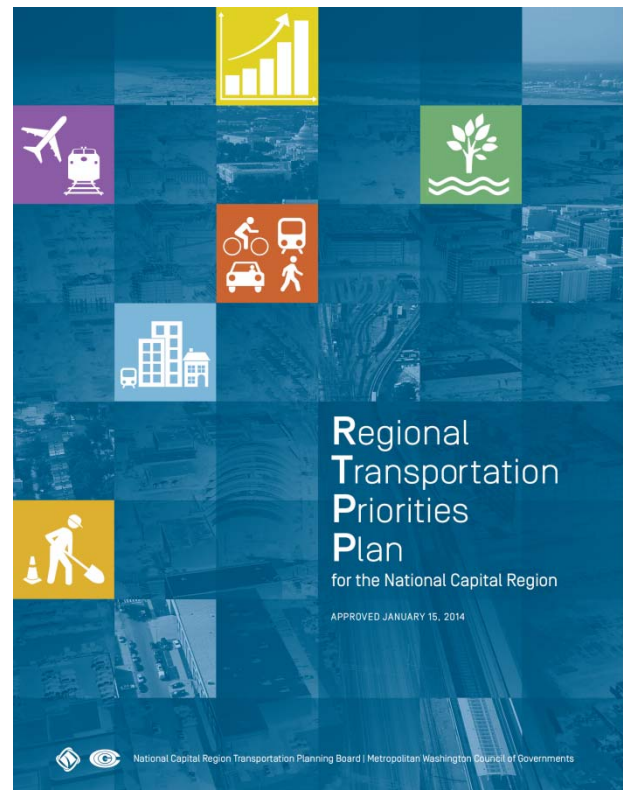
- Transit, bicycle and walk share in Regional Activity Centers
- Street/node ratio for Regional Activity Centers
- Square feet of mixed-use development
- Reduced pedestrian and bicyclist fatalities

Regional Transportation Priorities Plan

On January 15, 2014, the TPB approved the [Regional Transportation Priorities Plan](#) (RTPP). The RTPP builds on the *Vision* goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies are intended to be complementary, to make better use of existing infrastructure, and to be "within reach" both financially and politically. The RTPP recognizes the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.

Bicycle and pedestrian modes are prominent in the RTPP. It calls for

- **Improved access to transit stops**



and stations, connecting them to nearby neighborhoods and commercial areas with sidewalks, crosswalks, and bridges.

- **Incentives to use commute alternatives** such as transit, carpool, vanpool, bicycling, walking, telework, and living closer to work.
- **Expanded pedestrian and bicycle infrastructure**, including
 - Sidewalks, crossings, traffic calming
 - Bicycle lanes/paths, bicycle parking, bikeshare
 - Workplace amenities for bicyclists
- Growth concentrated in **Walkable, Bikeable Activity Centers**
- **Improve circulation** within activity centers though enhanced
 - Pedestrian and bicycle infrastructure
 - Local bus service
 - Street connectivity

Expanded use of space-efficient modes such as walking, bicycling, and transit use, particularly in the activity centers, are essential to the success of the RTPP.

Complete Streets

In May 2012 the TPB approved a [*Complete Streets Policy for the National Capital Region*](#). The defined a [*Complete Street*](#) as a facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility”. The TPB endorsed the concept of Complete Streets, provided a sample policy template, and urged its members who had not already adopted such a policy to do so.

All three states and most of the TPB member governments and agencies have adopted some form of Complete Streets policy.

The significance of Complete Streets is that future pedestrian and bicycle projects are likely to be built as part of larger transportation projects, funding out of general revenue, rather than as stand-alone bicycle and pedestrian projects built with limited set-aside funds. Therefore, far more such projects are likely to be built. Moreover, designing and building with pedestrians and bicyclists in mind from the start is far more cost-effective than retrofitting after the fact.

The TPB Complete Streets policy also called upon TPB staff to carry out training on Complete Streets for agency staff within six months of adoption, and within two years to document the adoption and implementation of State and local Complete Streets policies in the Transportation Improvement Program, and create a regional information clearing house to provide access to state and local project web sites.

Follow-on actions to the policy included a [Complete Streets implementation workshop](#), held on January 29th, 2013, can be found on the Bicycle and Pedestrian Subcommittee web site, and the establishment of an information clearinghouse, the [Transportation Planning Information Hub for the National Capital Region](#), where links and information on state and regional planning processes and high-profile projects can be found.

The TPB's Complete Streets policy is part of a long-run [national trend](#) towards better accommodation of pedestrians and bicyclists in transportation projects.

Constrained Long-Range Plan

The financially Constrained Long-Range Transportation Plan (CLRP) is a comprehensive plan of transportation projects and strategies that the TPB realistically anticipates can be implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to **air quality** and **funding**.

The projects and programs that go into the CLRP are developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board (TPB). The TPB Vision, the policy framework adopted by the TPB in 1998, and the Regional Transportation Priorities Plan, adopted in 2014, serve guide project development.

To receive federal funding, a transportation project in metropolitan Washington must be included in the CLRP. Because funds must be reasonably anticipated to be available for all the projects in the CLRP, the CLRP is realistic plan based upon available resources.

Historically, less than 1% of the capital funding in the CLRP has been specifically for stand-alone bicycle and pedestrian projects. However, since bicycle and pedestrian projects are usually small projects, they are often added to the plan later than the major highway and transit projects. Moreover, much pedestrian and bicycle spending is subsumed within larger highway or transit projects, and thus is not reflected in the amount programmed for bicycle and pedestrian projects. Therefore, the CLRP probably under-estimates the amount of bicycle and pedestrian spending that will occur over the next 25 years. State Departments of Transportation are likely to increase funding levels in the future as they implement their Complete Streets policies, under which they will routinely accommodate pedestrians and bicyclists in most new transportation projects.

Transportation Improvement Program

The [Transportation Improvement Program](#) (TIP) provides detailed information showing which projects in the CLRP will be completed over the next six-year period. The TIP is updated every year. Like the CLRP, the TIP is subject to federal review. Many projects in the TIP are staged, so a single CLRP project could end being split into multiple TIP projects.

Bicycle and pedestrian projects, and transportation projects that include bicycle and pedestrian accommodation, are tracked in TIP. Under the regional Complete Streets policy, agencies are also required to report future TIPs whether they have a Complete Streets policy in place, and if so whether a project in the advances the goals of that policy.

*The Transportation
Improvement
Program includes
\$313 million for
pedestrian and
bicycle projects*

Funding for bicycle and pedestrian projects in the TIP has is increasing. For example, the Fiscal Year 2013-2018 TIP includes \$313 million for bicycle and pedestrian projects, nearly triple the \$124 million in bicycle and pedestrian projects in the FY 2010-2015 TIP.

Of the \$313 million, \$85 million is programmed for FY 2013, which is two percent of the total capital funds for all transportation projects programmed for FY 2013. Only \$23 million was programmed for bicycle and pedestrian projects in FY 2010.

As with the CLRP, funds spent on bicycle and pedestrian accommodations as part of a larger highway or transit project are often subsumed in budget of the larger project.

Top Priority Unfunded Bicycle and Pedestrian Projects

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.

The Subcommittee periodically selects a short list of priority unfunded bicycle and pedestrian projects, which it recommends for inclusion in the TIP. These projects are selected from the regional bicycle plan, and from state and local plans. The subcommittee has compiled and forwarded lists to TPB regularly since 1995, to be included in the solicitation document for the TIP/CLRP. In essence, the TPB urges the jurisdictions to consider funding these projects, which the Bicycle and Pedestrian Subcommittee has judged to be regionally significant, within six years.

The following selection criteria are used:

- **Bicycle Network Connectivity:** priority is given to projects that enhanced connectivity of facilities on the regional bicycle facilities network.
- **Pedestrian Safety:** priority is given to projects that promoted pedestrian safety, especially in areas with documented pedestrian safety problems and no pending road project that could address them.
- **Access to Transit:** priority is given to projects that enhanced access to Metrorail stations and other major transit stops or facilities.
- **Time Frame:** all projects should be able to be completed by 2018, the end of the TIP time frame.
- **Local Support:** the project is a priority for the jurisdiction or jurisdictions in which it is located.
- **Still seeking funding:** the project does not yet have full construction funding committed to it.
- **Reasonable Cost:** the total cost of the list should be a reasonable fraction of the total spending in the region on highways and bridges.

While considerable weight is given to the preference of the representative of the jurisdiction, subcommittee members are urged to think in terms of the regional selection criteria when nominating projects.

Projects are dropped from the list when they receive funding, or if the subcommittee and nominating jurisdiction decide that priorities have changed.

Four projects on the September 2012 list received partial funding, totaling \$5,745,000.

Projects from the list funded since 1995 include:

- US 15 Trail Tunnel (City of Frederick)
- Regional Bike Sharing (Capital Bikeshare), DC, Arlington, Alexandria, Montgomery County
- The Metropolitan Branch Trail in Washington, D.C.
- The Holmes Run Pedestrian/Bicycle crossing in Alexandria
- Pedestrian and Bicycle Safety Improvements on Route 1 in Fairfax County
- The Dumfries Road (Route 234) Bike Path in Prince William County
- The Rosslyn Circle Crossing in Arlington County
- The Eisenhower Trail in Alexandria
- The Matthew Henson Trail in Montgomery County
- The Falls Road Shared-Use Path in Montgomery County
- The Henson Creek Trail in Prince George's County
- The Millennium Trail in Rockville

Bicycling, Walking, and the Regional Transportation Model

Data relevant to walking and bicycling are gathered as part of the regional [household travel survey](#), and are incorporated into [regional transportation modeling and forecasting](#).

**Encouraging Bicycling and Walking:
Bike to Work Day, the Bike to Work Guide, and Guaranteed Ride Home**

To help realize the *TPB Vision* and reduce congestion, air pollution, and single occupant vehicle traffic, the TPB has developed several programs to encourage bicycling and walking in the Washington region. As part of its [Commuter Connections](#) program, every year on the third Friday in May the TPB sponsors a regional Bike to Work Day. This event has grown into one of the largest of its kind in the country, attracting over sixteen thousand riders to seventy-nine “pit stops” or rallying points around the region. The event is meant to encourage first-time riders to try bicycling to work.

The Commuter Connections program also supports publication of [Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employees](#), which provides tips for employees and employers. For employees, there are tips on safe cycling, laws, equipment and clothing, and transit connections. For employers, the guide explains the benefits of bicycling to the employer, the types of bicycle parking, and the ways an employer can encourage an employee to bike to work.

Regional bike routing is available at www.ridethecity.com, and Google maps offers both pedestrian and bicycle routing. Other tools and resources for bicycle commuters are listed on the [bicycling resources](#) section of the Commuter Connections web site.

People sometimes drive to work because they need to be able to get home quickly in an emergency. To meet that need and help get more people out of their cars, the Commuter Connections program offers a free taxi ride home in an emergency for commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work. Commuters who sign up for the [Guaranteed Ride Home](#) program may use it up to four times per year.

**Encouraging Walkable Development:
the Transportation-Land Use Connections Program**

The [Transportation Land Use Connections](#) (TLC) Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation and land use coordination. Through the program, the TPB provides communities with technical assistance to catalyze or enhance planning efforts for planning for transit and pedestrian access. Since 2007 dozens of pedestrian and transit access planning projects have been funded through the TLC program. Community response has been enthusiastic, and competition for the grants has been stiff.

II. Federal Policies

Routine Accommodation of Walking and Bicycling

U.S. Department of Transportation guidance issued in 2000 calls for bicycling and walking facilities to be incorporated into all transportation projects unless exceptional circumstances exist. Further [guidance issued in March 2010](#) urged agencies to go beyond the minimum standards to provide safe and convenient facilities for pedestrians and bicyclists, set mode share targets, and collect data on walk and bike trips. Bicycling and walking are to have equal importance to other transportation modes. Transportation projects using federal funds may not sever an existing bicycle or pedestrian route, unless an alternate route exists or is provided.

[The US DOT headquarters in Washington, D.C.](#) sets an example for other employers by encouraging employee bicycling.

Federal and State policies have evolved over the last few decades, from not requiring (or in some cases prohibiting) the use of transportation funds for pedestrian or bicycle facilities, towards requiring the provision of such facilities. These federal and state guidelines and policies have led to an increase in the number of pedestrian and bicycle facilities provided, with more facilities provided as part of larger transportation projects rather than as stand-alone projects.

Federal and State policies are also evolving away from encouraging single-use cul-de-sac development patterns typical of the last half of the 20th century, to encouraging mixed use development and a connected street grid that is far more accessible to pedestrians and bicyclists.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) is a federal civil rights statute that prohibits discrimination against people who have disabilities. Under the ADA, designing and constructing facilities that are not usable by people with disabilities constitutes discrimination. Public rights of way, including pedestrian facilities, are required by federal law to be accessible to people with disabilities.

*The ADA Requires
that all New and
Altered Pedestrian
Facilities be made
Accessible to the
Handicapped*

Both new and altered pedestrian facilities must be made accessible to persons with disabilities, including those who are blind or visually impaired. The courts have held that

if a street is to be altered to make it more usable by the general public, it must also be made more usable for those with disabilities.

Government facilities which were in existence prior to the effective dates of the ADA and which have not been altered are not required to be in full compliance with facility standards developed for new construction and alterations. However, they must achieve 'program access.' That is, the program must, when viewed in its entirety, not deny people with disabilities access to government programs and services. For example, curb ramps may not be required at every existing walkway if a basic level of access to the pedestrian network can be achieved by other means, e.g., the use of a slightly longer route. Municipalities should develop plans for the installation of curb ramps and accessible signals such that pedestrian routes are, when viewed in their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits.¹

Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Good design for persons with disabilities is good design for all. For more information on the Americans with Disabilities Act, contact the [US Access Board](#).

*All Federal
Transportation
Funds may be
used for Bicycle
and Pedestrian
Projects*

MAP-21 and the Transportation Alternatives Program

Under [MAP-21](#) (Moving Ahead for Progress in the 21st Century Act) the federal transportation bill signed in July 2012, bicycle and pedestrian projects remained broadly eligible for nearly all funding categories, including transit funding, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian projects. MAP-21 funded surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 was the first long-term highway authorization enacted since 2005.

MAP-21 largely eliminated high priority projects, sometimes known as legislative earmarks, many of which were bicycle or pedestrian projects.²

However, the biggest change for pedestrian and bicycle projects is that MAP-21 combines several funding programs from its predecessor, SAFETEA-LU, that were often used to fund pedestrian and bicycle projects, into a single program, the [Transportation Alternatives program](#). The TA Program combines three former federal programs: Transportation Enhancements (TE), [Safe Routes to School](#) (SRTS), and Recreational Trails (RTP). Eligible recipients include local governments, regional transportation

¹ American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. www.acb.org

² See www.bikeleague.org for further information on the Bicycle and Pedestrian provisions of SAFETEA-LU.

authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other appropriate local or regional governmental entities. Non-profits are not eligible to be direct recipients of the funds. Eligible projects will include bicycle and pedestrian facilities, complete streets, safe routes to schools, environmental mitigation, and others.

One of the key differences between the TA Program and the previous programs is that large MPOs, including the Transportation Planning Board, play a new role in project selection for a portion of program funds that will be sub-allocated to large metropolitan regions. For the National Capital Region, this new program offers an opportunity to fund regional priorities and complement regional planning activities. In the National Capital Region, the TA Program is framed as a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions, and a potential implementation tool for the Regional Transportation Priorities Plan.

Projects funded under the FY 2013 and FY 2014 TA program for the National Capital can be seen [here](#).

MAP-21 is only a two year bill, so the rules could change again in FY 2015.

American Recovery and Reinvestment Act

Signed into law on February 17, 2009, the [American Recovery and Reinvestment Act](#) of 2009 (ARRA) provided over \$48 billion for transportation, including \$27.5 billion for highway infrastructure investment, \$8.4 billion for transit capital assistance, \$8 billion for high speed rail, \$1.5 billion for a competitive grant program for surface transportation, and \$1.3 billion for Amtrak.

*The District of
Columbia spent
nearly half its
stimulus funds on
pedestrians and
bicyclists*

The District of Columbia was allocated \$123.5 million, Maryland \$431 million (\$129 million sub-allocated to urban areas) and Virginia \$694.5 million (\$208 million sub-allocated to urban areas) in highway formula funds.

ARRA was a one time, “stimulus” bill, intended to promote recovery from the economic recession. Projects funded through ARRA were supposed to be capable of implementation within a relatively short time frame, which has in practice caused funds to be directed to those projects for which design was already complete, and which did not need additional right of way.

The District of Columbia spent nearly half its \$123.5 million allocation on bicycle and pedestrian projects. Over \$50 million will be spent on streetscaping and sidewalk construction, \$4 million for [Safe Routes to School](#), and a \$3 million on an expanded bike

sharing program. In addition bridge reconstruction projects will include upgraded sidewalks. Since projects are bid as a whole, the cost of the pedestrian portion of a project is not estimated separately.

Apart from \$4.6 million for ADA improvements, Maryland had no identifiable pedestrian or bicyclist projects funded under ARRA. Maryland stimulus funds largely went to resurfacing and bridge rehabilitation projects, often on limited-access highways. Out of \$160 million programmed so far in Northern Virginia, \$10 million was allocated to identifiable pedestrian and bicycle projects, such as pedestrian bridges and underpasses, trail reconstruction, streetscaping, and traffic calming.

The degree to which pedestrians and bicyclists benefited from the Act depended to a great degree on the extent to which the Departments of Transportation have included pedestrian and bicycle facilities in their project planning and design. An effective “complete streets” policy is critical.

III. State Policies

District of Columbia

As the center of the Washington region, a major employment center, and one its most walkable and bikeable jurisdictions, the District of Columbia’s policies have a significance larger than its population would suggest.

Reflecting its urban character, the District of Columbia is doing more to encourage walking and bicycling than is currently envisioned in Maryland or Virginia. [District of Columbia Department of Transportation](#) intends to create a “walk-centric, bike-centric” city. DDOT’s 2010 “[Action Agenda](#)” called for safety, sustainability, and increasing

The District of Columbia is to become a “walk-centric, bike-centric” city.

livability and prosperity by creating great spaces that are the “living room” of the city.

Streetscaping projects and traffic calming projects are a high priority. By providing pedestrians with plenty of well-designed, safe, and comfortable space, the city hopes to increase retail sales and property values. Business Improvement Districts are to have considerable input into transportation projects.

Due to the built-up character of the District of Columbia, DDOT rejects road widening as a means of increasing transportation capacity. Instead, DDOT aims to shift travel from less space-efficient modes, such as single occupant driving, to more space efficient modes, such as walking, bicycling, and public transportation.

DDOT’s strategy for shifting auto trips to transit, walk, and bike trips encompasses both transportation and land development elements. The District of Columbia will encourage

mixed use development projects that promote and support non-auto mobility. Reduced auto parking, increased bike parking, on-site car and bike sharing, and transportation demand management plans will reduce auto trips generated by new development.

On a citywide basis there is to be car sharing, bike sharing, new transit service, streetcars, reduced off-street parking requirements, required off-street bike parking, and rapid construction of new pedestrian and bicyclist infrastructure. The [Bicycle Master Plan](#) (2005) and Pedestrian Plan will be succeeded by the pedestrian and bicycle elements of the city's latest Transportation Plan, MoveDC.

MoveDC

In May 2014 DDOT released the District's new Transportation Plan, MoveDC, for public comment. The draft MoveDC plan continues in the same direction as previous planning documents, but in greater detail, and with more ambitious goals and methods. MoveDC is a 25 year plan. It proposes to:

- Achieve 75% of all commute trips in the District by non-auto modes
- Achieve zero fatalities and serious injuries on the District transportation network
- Support neighborhood vitality, public space, and economic development.
- Manage streets to increase person-carrying capacity and reliability, through signal changes, parking management, pricing, and vehicle occupancy requirements
- Reduce travel demand through various Transportation Demand Management strategies
- Invest in better maintenance and asset management

In accordance with DC's Complete Streets policy, every street will accommodate all legally permitted users, but different streets will have different modal priorities.

Pedestrian Element

The Pedestrian Element promises to reduce the number of pedestrian injuries and fatalities, prioritize pedestrians, and create a pedestrian environment that accommodates people of all ages and abilities. To that end,

- All roadway reconstruction and development projects are to include **safe and convenient pedestrian facilities**. All

move dc
The District of Columbia
Multimodal Long-Range Transportation Plan

B Bicycle Element
Public Review Draft, May 2014



projects should meet the standards identified in DDOT’s **Public Realm Design Manual** and the **Design and Engineering Manual**.

- Identified priority corridors are to be improved.
- **Sidewalks** should be provided on **at least one side** of every street and preferably on both sides of every street.
- **Pedestrian crossings should be provided across all legs** of an intersection unless a special exception can be clearly justified.
- Improve **crossing safety**
- Create new street connections
- Expand **pedestrian education**, including the [Street Smart](#) campaign, which is carried out in partnership with the Metropolitan Washington Council of Governments
- Expand **automated red-light** and **speed enforcement**

Bicycle Element

The Bicycle Element of MoveDC is more ambitious than the 2005 Bicycle Master Plan. MoveDC recommends adding 213 miles of bicycle infrastructure. The system will eventually total 136 miles of bike lanes, 72 miles of protected bike lanes (cycle tracks), and 135 miles of trails, as well as more public and private bike parking, expanded bike sharing, and signed neighborhood bike routes.

The objective is to make bicycling a “principal and preferred” mode for travel, with a 12 % bicycle mode share for all trips that start and end in the District.

MoveDC will fill major gaps in the regional bicycle network, and improve connections between the District, Maryland and Virginia. MoveDC proposes two new bicycle and pedestrian crossings of the Potomac River, and three new crossings of the Anacostia, including

*DDOT expects a
12% bike mode
share for trips
within the District*

- A Massachusetts Avenue Bicycle and Pedestrian Bridge over the Anacostia River
- A new Long (Railway) Bridge connecting SW DC to Arlington
- A bicycle and pedestrian bridge from the Georgetown waterfront to Roosevelt Island, which together with a proposed K Street Cycle Track would provide an off-street connection between the Mount Vernon Trail, the Capitol Crescent Trail, and the Rock Creek Trail.
- A bicycle and pedestrian bridge and trail over the Anacostia River, from Kenilworth Park in NE and the Anacostia River Trail, to the National Arboretum and near NE.

- A New York Avenue Corridor trail and bridge to connect downtown DC with Anacostia River Trail system in Prince George’s County.

Other bridges that currently have mediocre bike and pedestrian facilities will be upgraded, and a multi-use path will be added to the Military Road Bridge across Rock Creek Park. The expanded District bicycle network will host signed national and regional bicycle routes including US Bike Routes 1 and 50, the East Coast Greenway, and the Potomac Heritage Trail.

Maryland

Maryland adopted its first Bicycle and Pedestrian Access Plan in 2002. Under that plan the State made numerous advances in promoting bicycling and walking. MDOT invested more than \$283 million in non-motorized transportation projects to improve bicycling and walking conditions over the last decade. The proportion of total highway expenditures dedicated to bicycle or pedestrian programs increased from 2% to 4% over the last decade.

The State also created a number of grant programs, including the **Maryland Bikeways Program**, which provides \$3 million per year in technical assistance to a wide range of bicycle network improvements, and **Maryland Bikeshare Program** provides grants to communities interested in adding a bikeshare system, notably Montgomery County.

Maryland State Highway Administration adopted [Complete Streets policy](#) in 2012.

The current [Maryland Twenty-Year Bicycle and Pedestrian Master Plan](#) (2014) calls for a Complete Streets approach. Complete Streets in Maryland means that the state transportation network will address the needs of all users, regardless of travel mode. It does not, however, mean that all users will have equal priority on all roadways. Design is to be appropriate for the land use and context, including Urban Centers, Towns and Suburban Centers, Rural and Agricultural Areas, and Natural Areas.



bicyclists

The initial focus will be to support biking and walking in urban centers and main streets. MDOT will pilot a Bicycle and Pedestrian Prioritization Area (BPPA) program to

foster collaboration with local jurisdictions and support the development of connected bicycle and pedestrian networks in high need locations.

MDOT has also published an [Accessibility Policy and Design Guidelines for Pedestrian Facilities along State Highways](#) (2010), [Bicycle Policy and Design Guidelines](#) (2013), a [Strategic Trails Implementation Plan](#) (2009), a bicyclist education video, and other materials designed to share information on best practices with respect to the engineering, education, and enforcement aspects of walking and bicycling.

A [Bicycle and Pedestrian Advisory Committee](#) advises State government agencies on issues directly related to bicycling and pedestrian activity including funding, public awareness, safety and education.

Virginia

In 2004, the Virginia Department of Transportation released its Policy for [bicycle and pedestrian accommodation](#), which commits VDOT to routinely accommodating pedestrians and bicyclists as part of all new construction and reconstruction projects, unless exceptional circumstances exist.³

Since 2004 VDOT has developed a process to ensure that bicycle and pedestrian accommodations are provided in accordance with the policy. The [Bicycle and Pedestrian Accommodations Decision Process](#) gives designers a step by step process to determine if bicycle / pedestrian accommodations are appropriate for the characteristics of a particular roadway, and a [Bicycle and Pedestrian Accommodations](#) list and a design guide provides project managers with a menu of possible accommodations. A series of [implementation guidance documents](#) for localities have also been developed to improve communication between agencies regarding planning and accommodation of pedestrians and cyclists under terms of the 2004 policy.

Virginia requires “routine accommodation” of pedestrians and bicyclists in transportation projects

VDOT maintains all roads in Virginia outside of urban areas, including thousands of miles of residential streets originally built by developers. In view of the importance of secondary streets for vehicular, pedestrian, and bicycle movement, VDOT has revised its [Secondary Street Acceptance Requirements](#) (SSAR) to mandate higher levels of street connectivity in urban areas, as well as adequate pedestrian accommodation. New streets and developments are required to connect to the surrounding streets and future

Virginia requires new developments to connect with the surrounding streets

³ www.virginiadot.org

developments in a way that adds to the capacity of the transportation network.

The policy divides Virginia into “compact”, suburban, and rural areas, with graduated connectivity requirements for each. Narrower streets, traffic calming and “context-sensitive” design are encouraged where appropriate.

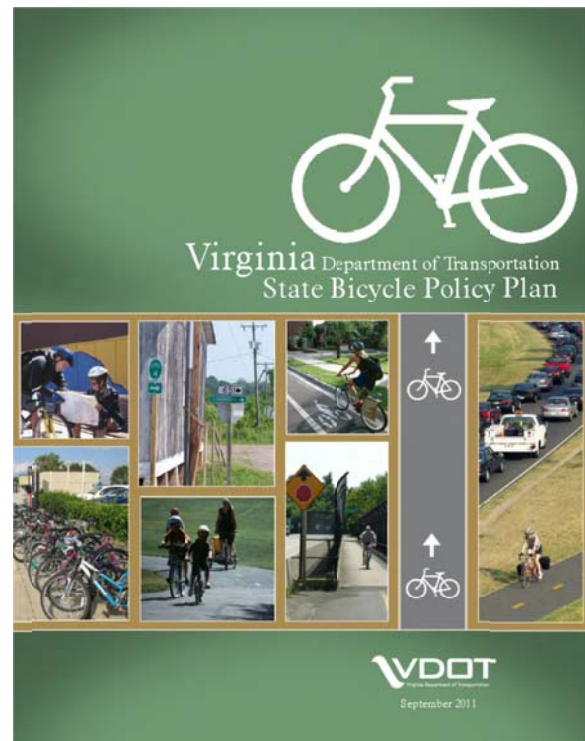
New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR.

Cul-de-sac development patterns have long been an obstacle to walking or bicycling in suburban areas. More direct, traffic-calmed secondary streets will allow more people to walk or bike to local destinations.

Virginia has adopted a fairly stringent set of requirements mandating accommodation of pedestrians and bicyclists on both public roads and private developments which are accepted by State for maintenance, which in Virginia means almost all development. As the economy recovers, and new development applications fall under the new rules, we will be able to see the results of the new policies.

Virginia State Bicycle Policy Plan

VDOT completed a [State Bicycle Policy Plan](#) in April, 2010, which incorporates the policies discussed above, as well as the most recent federal guidance. The plan calls for bicycling for increased bicycling for all trip purposes, and a transportation system that “accommodates and encourages” bicycling by providing facilities for bicyclists of all ages and abilities. It also calls for better data gathering and benchmarking of bicycling, coordination with various stakeholders, and recommends a number of strategies to improve implementation of VDOT’s 2004 [policy for bicycle and pedestrian accommodation](#).



The plan provides some guidance on bicycle facilities to be used. Bicycle lanes and paved shoulders are recommended over other bicycle facilities. Restriping travel lanes, or “road diets” are recommended as a way to provide bicycle lanes within the current right of way. Actuated traffic signals should be able to detect bicycles, and bicycle compatible drain grates should be used on all roads where bicycles are permitted. A signed bike route should have at least a bicycle level of service “C”.

IV: Local Bicycle and Pedestrian Planning

Nearly every jurisdiction in the region has completed a bicycle or pedestrian plan, and most have at least part time bicycle or pedestrian planner. Table 1-2 shows local and state plans and studies and the year published. Jurisdictions and agencies drew projects from these individual plans and submitted them for incorporation into the Regional Bicycle and Pedestrian Plan. Local plans may include unfunded projects.

**Table 1-2:
Major Bicycle and Pedestrian Plans and Studies
Of the Washington Region**

Jurisdiction/ Agency	Plan/Study	Year
Arlington County	Pedestrian Transportation Plan, Bicycle Transportation Plan, Bike Lane Plan Arlington Master Plan - Pedestrian Element, Bicycle Element	1997, 1994 2001, 2008
City of Alexandria	Pedestrian and Bicycle Mobility Plan	2008
District of Columbia	District of Columbia Bicycle Master Plan, District of Columbia Pedestrian Master Plan, MoveDC	2005, 2009, 2014
Fairfax County	Countywide Trails Plan, County Bicycle Map, Phase I Bicycle Master Plan (Tysons), Fairfax County Comprehensive Plan	2002, 2009, 2011, 2013
Frederick County	Frederick County Bikeways and Trails Plan, Bicycle Parking Design Guide, Bicycle and Pedestrian Plan, Bicycle and Pedestrian Plan	1999, 2003, 2011
City of Gaithersburg	Transportation Plan , Bikeways and Pedestrian Plan	2010, 1999
City of Maryland Laurel,	Bikeway Master Plan	2009

Loudoun County	Loudoun County Bicycle and Pedestrian Master Plan	2003
Maryland Department of Transportation	of Maryland Twenty Year Bicycle and Pedestrian Master Plan SHA Complete Streets Policy 2009 Maryland Trails Strategic Implementation Plan	2014, 2012, 2008
MNCPPC – Prince George's County	Transportation Priority List (Joint Signature Letter) Countywide Master Plan of Transportation	1999, 2009
Montgomery County	Countywide Bikeways Functional Master Plan	2005
National Capital Planning Commission	Comprehensive Plan for the National Capital	2004
National Capital Region Transportation Planning Board	Priorities 2000: Metropolitan Washington Greenways & Circulation Systems, Bicycle and Pedestrian Plan for the National Capital Region	2001, 2006, 2010
National Park Service	Paved Recreation Trails Plan	1990
Prince William County	Transportation Chapter of Comprehensive Plan), Greenways and Trails Plan	2008, 1993
City of Rockville	Bikeway Master Plan	2014
Virginia Department of Transportation	Virginia Department of Transportation State Bicycle Policy Plan	2010
Virginia Department of Transportation, Northern Virginia Office	Northern Virginia Regional Bikeway and Trail Network Study	2003
WMATA	Metrorail Bicycle & Pedestrian Access Improvements Study, Bicycle and Pedestrian Element of the	2010, 2012

	CIP	
Jurisdiction/ Agency	Plan/Study	Year

Table 1-3 shows the approximate number of full-time planners each agency has working on bicycle, pedestrian, and trails planning.

**Table 1-3:
Agency Bicycle/Pedestrian Planning Staff
Full-Time Equivalents (FTE's)**

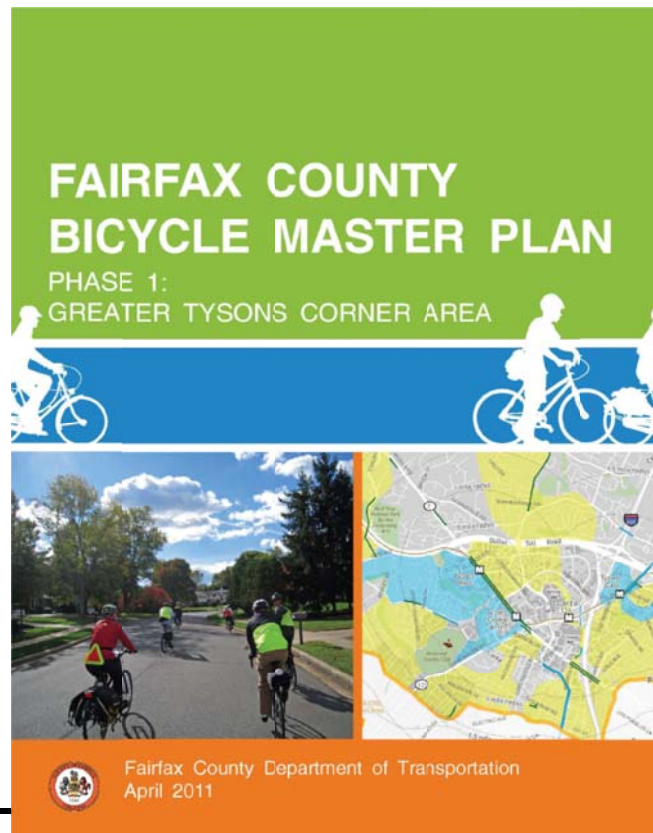
Jurisdiction/ Agency	Bicycle Planner FTE's	Pedestrian Planner FTE's	Trails Planner FTE's
Arlington County	1	1	1
City of Gaithersburg	0.5		
City of Alexandria	0.5	0.5	
Jurisdiction/ Agency	Bicycle Planner FTE's	Pedestrian Planner FTE's	Trails Planner FTE's
City of College Park	0.5		
City of Frederick	0.5	0.5	
City of Rockville	0.5	0.5	
District of Columbia	2	1	1
Fairfax County	1	1	2
Frederick County	0.25	0.25	
Loudoun County	0.5		
Maryland Department of Transportation	1	2	1

MNCPPC – Montgomery County	0.33	0.33	1
MNCPPC – Prince George's County			1
Montgomery County	1	1	1
National Capital Region Transportation Planning Board	0.5	0.5	
National Park Service			1
Prince William County			0.5
WMATA	0.5	0.5	
Virginia Department of Transportation, Northern Virginia Office	1	1	

Metrorail Silver Line

Since 2010 one of the most significant changes in the region has been the extension of the Metrorail to Tysons Corner in Fairfax County (due to open in summer 2014), and (in Phase II) to Dulles Airport and beyond. This Metrorail extension is generating new, walkable development.

Tysons, already the second-largest commercial center in the region, is undergoing a dramatic transformation from an auto-oriented commercial “edge city” to a mixed-use urban downtown. The four new Metrorail stations in Tysons will provide the foundation for this shift. Pedestrian



and bicycle access will be critical to making a redeveloped Tysons work.

Future [Silver Line](#) stations along the Dulles Tollway will serve park and ride commuters, but will also incorporate some development and some pedestrian and bicycle access, in an area which has been overwhelmingly oriented towards driving. Plans call for an eventual extension further into Loudoun County, which has been working on station-area pedestrian and bicycle access plans.

WMATA Bicycle and Pedestrian Access Planning

In recent years WMATA has become a regional leader in pedestrian and bicycle access and safety, both on and off WMATA property. WMATA's priorities include

- **Passenger safety and security:** Examples of safety-related projects include signage and crosswalk striping on and around stations, designated and improved bicycle access routes into stations, resurfacing deteriorated sidewalks, lighting, and high security bicycle parking.
- **Metrorail Access needs:** Improving pedestrian and bike access at and around stations is often a more cost-effective way to boost ridership than to add car parking or connecting bus service. Approximately 45% of Metrorail customers live within walking or bicycling distance from a station (up to 3 miles).
- **Transit Oriented and Joint Development:** Walkable and bikeable station areas will have a positive and mutually reinforcing impact on Metro's Joint Development programs and local government's encouragement of Transit Oriented Development (TOD). Bringing more people out into the streetscape will increase visibility and safety of those on foot and bike, while also demonstrating the viability of similar future developments.

In its 2010 *Metrorail Bicycle and Pedestrian Access Improvements Study* WMATA identified pedestrian and access problems at its Metrorail stations. A number of the projects identified as part of that process, totaling \$25 million, have been funded in WAMA's Capital Improvement program. A few examples of completed projects are shown below. WMATA is no longer builds fences to keep pedestrians out of its rail stations.

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT



FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY



WMATA has also been working to identify “hot spots” of short distance auto access; i.e. places where people live close enough to walk to Metro, but don’t, and studying those areas to find out what is missing.

The National Capital Region Transportation Planning Board is currently working with WMATA on another study that will identify needed pedestrian and bicycle improvements at 25 under-used Metrorail Stations, [*High Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region*](#). This study will build on the results of WMATA’s 2010 study.

V: Regional Bicycle and Pedestrian Planning

Precursors to the Current Plan

The Washington region completed its first major bicycle study, the *Washington Regional Bikeways Study* in 1977. This study, created under the supervision of the Regional Bikeways Technical Subcommittee of the Transportation Planning Board Technical Committee, provided an overview of bicycling characteristics and the potential market for bicycle commuting.

In 1988 the Bicycle Technical Subcommittee began work on a bicycle element for incorporation into the region's transportation plan. The plan identified the extent to which bicycle facilities and planning processes already existed in the region, highlighted areas of concern for the future, and drafted a set of policy principles to be applied by the region's jurisdictions in updating their own transportation plans, as well as a list of recommended bicycle projects. The *Bicycle Element* was adopted by the Transportation Planning Board as part of the region's Constrained Long-Range Plan in November 1991.

In 1995, the Transportation Planning Board adopted an update to the 1991 *Bicycle Element*, the Bicycle Plan for the National Capital Region, as an amendment to the Constrained Long-Range Plan. The revised plan emphasized bicycling for transportation and recommended project lists and policy principles produced by the Bicycle Technical Subcommittee.

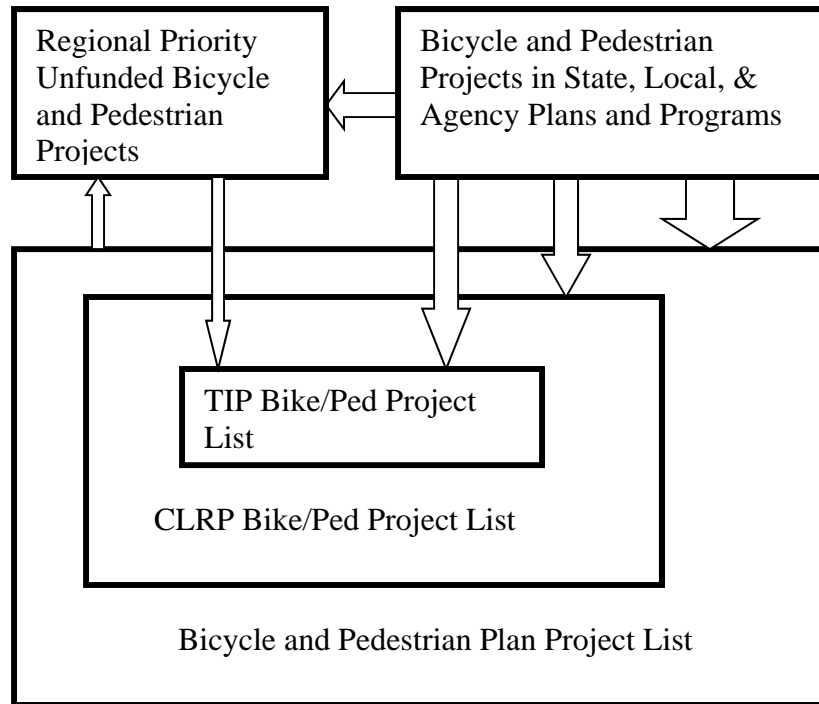
In February 2001, the TPB completed the *Priorities 2000: Greenways and Circulation Systems* reports, which identified greenway and pedestrian circulation systems priorities.

Except for the *Priorities 2000* reports, predecessors to the 2006 *Bicycle and Pedestrian Plan for the National Capital Region* were "bicycle" plans. The 2006 plan fully incorporated pedestrian elements for the first time. The 2006 plan was updated in 2010. This plan is an update to the 2010 plan.

Sources of the Regional Plan Projects

State, local, and agency bicycle and pedestrian plans are the source of the projects in this plan. All bicycle and pedestrian projects that are programmed in the TIP are also in the CLRP and in this plan. The plan, however, includes many projects that are not in the TIP or the CLRP. Figure 1-1 illustrates the relationships between the various project lists.

Figure 1-1



Outlook

The Transportation Planning Board and the Council of Governments have a continuing and growing commitment to walking, bicycling, and the concentration of future growth in walkable, mixed-use activity centers. COG's *Region Forward 2050* shares the goals of the TPB's *Vision* and proposes specific performance indicators and a schedule for reporting progress. Increasing the rate at which projects in this plan are constructed is an explicit goal of the Council of Governments' *Region Forward 2050* vision.

The *Regional Transportation Priorities Policy* re-affirms the commitment to bicycling and walking in the TPB *Vision*, while better explaining the role that increasing walk and bike mode share will play in supporting the growth of the regional activity centers, and making better use of existing transit infrastructure.

The Federal, State, and local policy environment has been changing in ways that make it more likely that goals of the regional plans will be met. Complete Streets policies are being adopted, strengthened and implemented. Pedestrian and bicycle facilities in most jurisdictions will no longer be "amenities" which agencies will consider providing, but facilities that they will routinely provide as part of every project. At the same time, land use, parking, and urban design policies are changing in ways that will make walking and bicycling a viable choice for more trips.

Partnerships between WMATA, local government, and business are growing transit-oriented around existing and new Metrorail stations, notably at Tysons Corner, shifting more trips to walk and bike modes.

As the economy recovers and development restarts, the effects of the policy changes of the last few years will become evident in the way people live, work, and travel in our region.