

Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital

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Presentation to the
Bicycle and Pedestrian Subcommittee
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Item 5

Overview

- Previous Plans:
 - 2006
 - 2010
- Updates Every Four Years
- Advisory to the CLRP
 - Only bike and pedestrian projects
 - Not financially constrained
- 2014 Plan has the same structure and purpose as 2010 plan

Bicycle and Pedestrian Plan for the National Capital Region



October 2010

National Capital Region Transportation Planning Board

7/15/2014

2014 Plan Outline

- Chapter 1: Planning context of federal, state, and local bicycle/pedestrian policies and plans
- Chapter 2: Demographic and geographic overview of bicycling and walking in the region
- Chapter 3: Pedestrian and Bicyclist Safety
- Chapter 4: Overview of existing facilities
- Chapter 5: Goals and Indicators
- Chapter 6: Best Practices
- Chapter 7: The 2040 Network

Planning Context (Ch. 1)

Changes since 2010

- RTPP (2014)
 - Adopts TPB Vision Goals
- MAP-21
 - Transportation Alternatives Program
- Complete Streets
 - Regional Policy
 - State and Local Policies
- TIP
 - B/P funding increased from 1% of total in FY 2010-2015 to 2% of total in FY 2013-2018
- Ped/Bike Access to Metrorail
 - Metrorail Expansion

Walking and Bicycling Trends

(Chapter 2)

- 2008-2012 Census ACS Data
 - New on-line mapping tools
 - Can see mode share at the census tract level
- 2013 Commuter Connections State of the Commute Survey
- 2012 Rail Passenger Survey
 - Pedestrian and Bicycle access to Metrorail

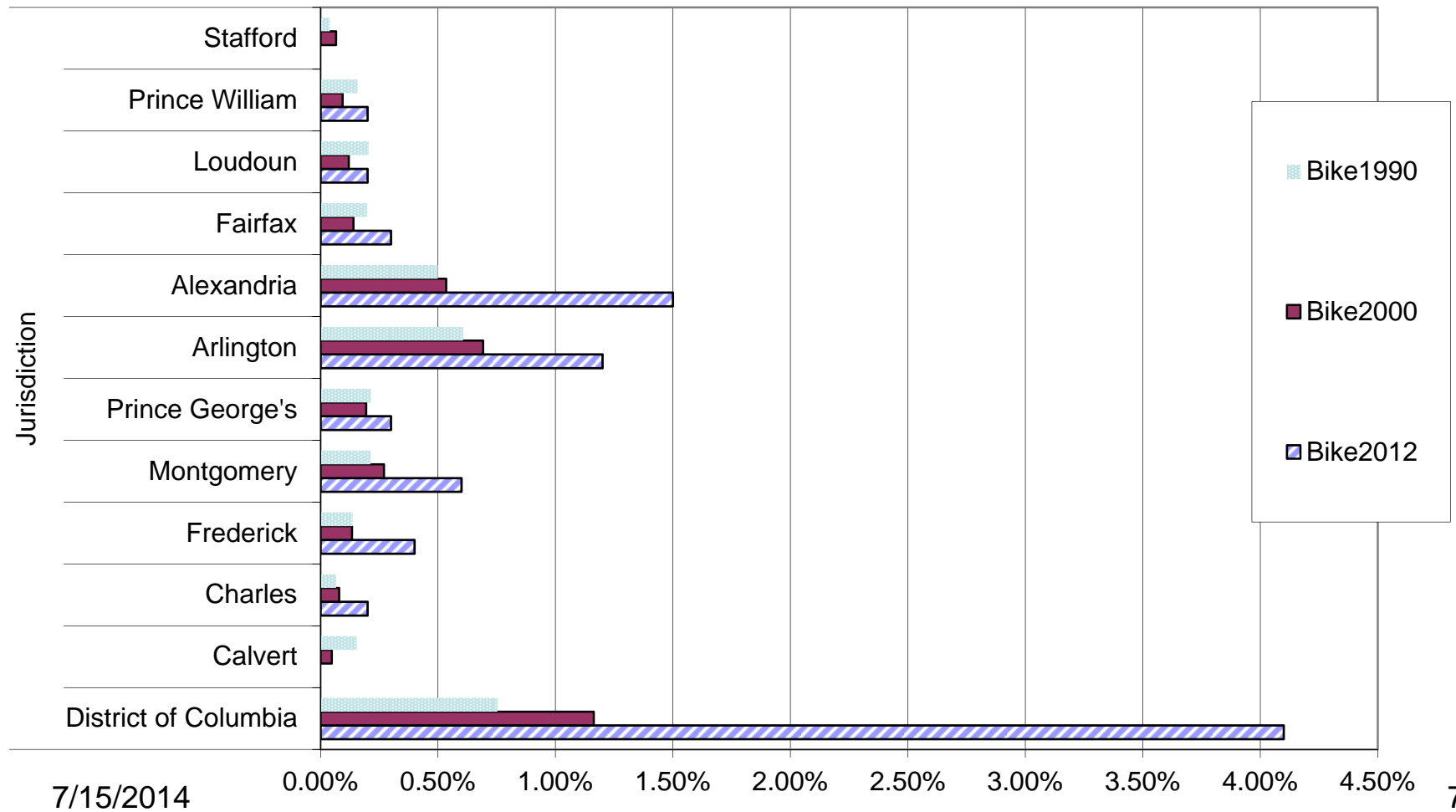
Ten Largest Metro Areas

(Chapter 2)

	Table 2-2: % Bike to Work in the Ten Largest Metropolitan Areas (US Census)	2000	2006-2008	2008-2012
1	San Francisco	1.12%	1.4%	1.7%
2	Los Angeles	0.63%	0.7%	0.9%
3	Boston	0.38%	0.7%	0.9%
4	Philadelphia	0.33%	0.5%	0.6%
5	Chicago	0.31%	0.5%	0.6%
6	Washington	0.30%	0.5%	0.6%
7	New York	0.30%	0.4%	0.5%
8	Houston	0.30%	0.3%	0.3%
9	Detroit	0.18%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%
	United States	0.38%	0.5%	0.6%

Jurisdiction Mode Share

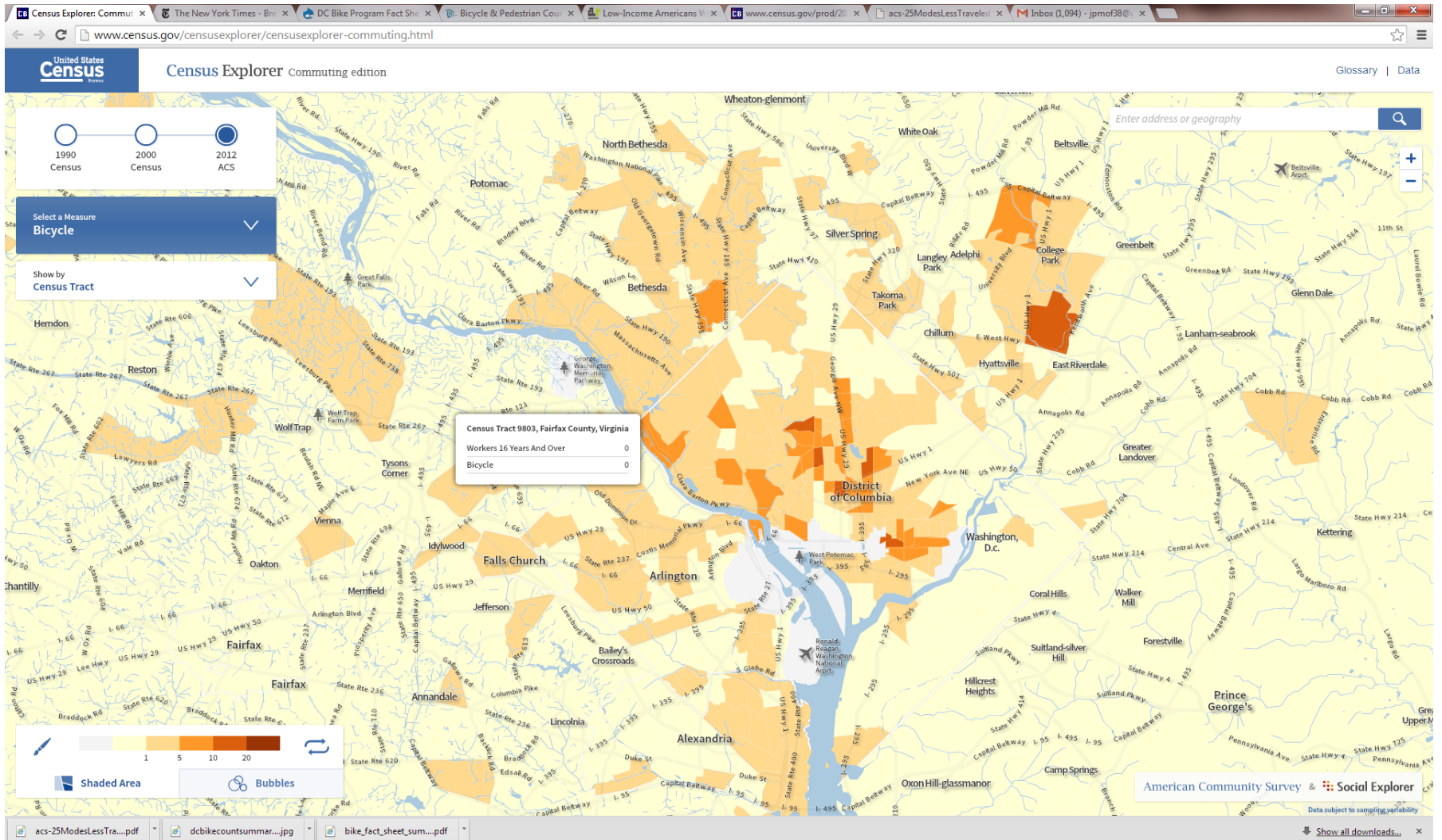
Chart 2-15: US Census - Percentage of Workers Biking to Work



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Bike to Work by Census Tract

<http://www.census.gov/censusexplorer/censusexplorer-commuting.html>



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Metrorail Access

Table 2-8: Mode of Access to Metrorail - % of Daily Total	2012	2007	AM Peak - 2012	AM Peak - 2007
Bus	15.3	15.6	21.9	22.2
Auto Driver	12.6	13.7	25.6	29.3
Auto Passenger (drop off)	4.5	5.5	7.8	9.3
Rode with someone who Parked	0.5	0.6	0.9	1
Bike	0.7	0.5	1.0	0.7
Walk	62.2	62.1	37.3	33.3
Commuter Rail	1.5	1.7	3.5	3.8
Shuttle	2.5	n/a	2.0	n/a
Taxi	0.2	0.2	0.1	0.2

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

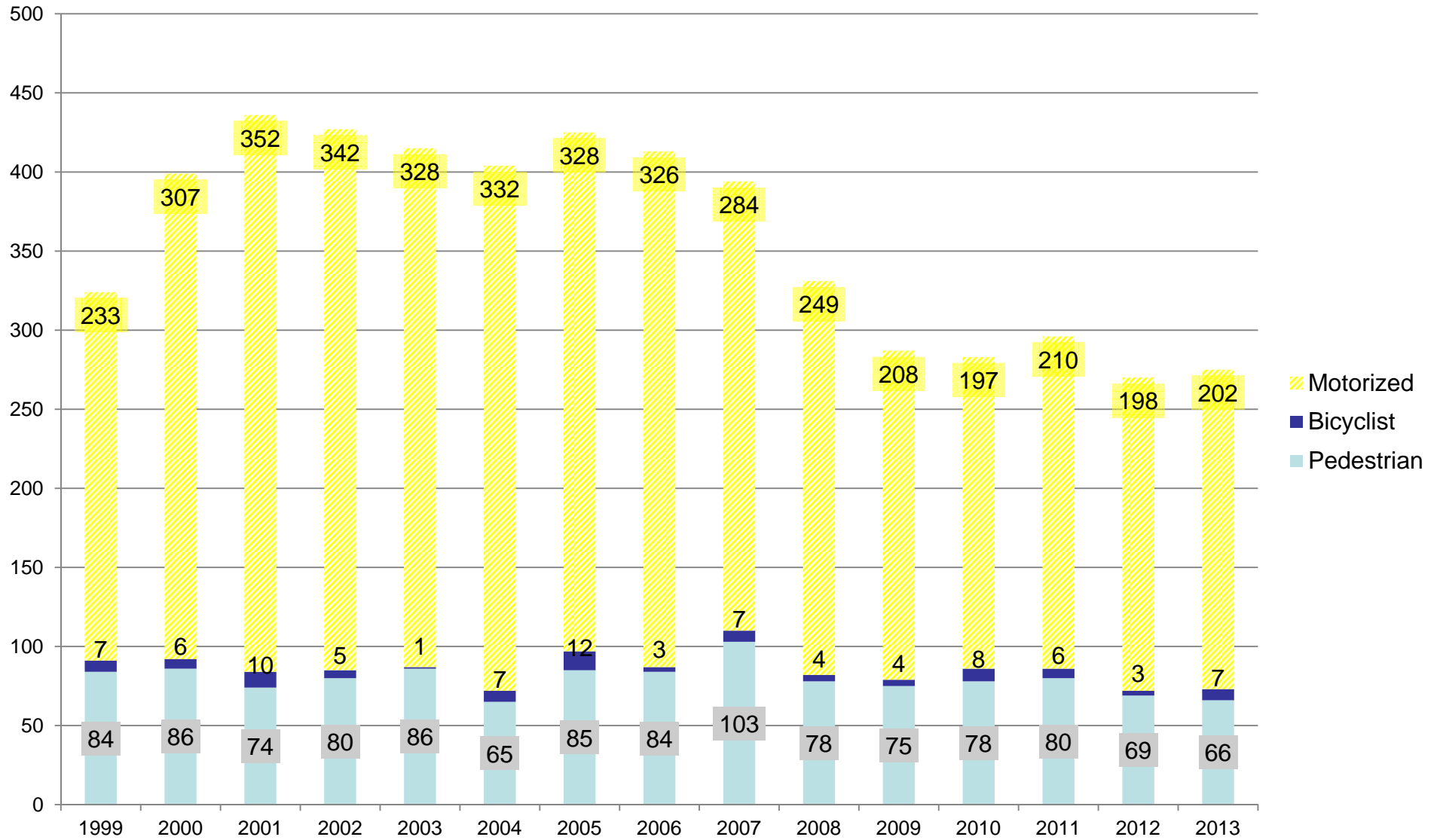


Pedestrian and Bicycle Safety

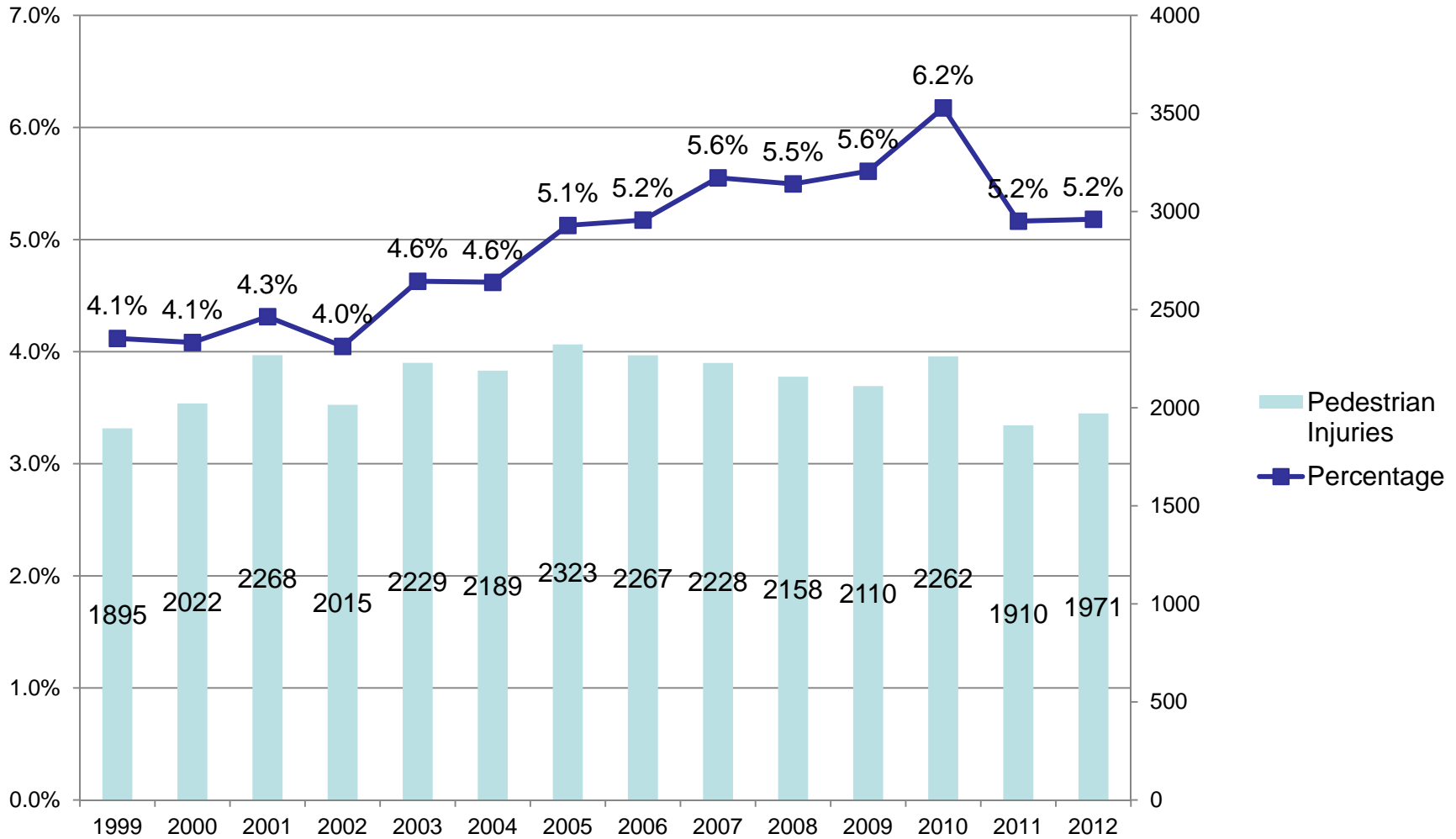
(Chapter 3)

- Pedestrian fatalities have increased nationally since 2009
 - The Washington MSA ranks 24th out of the 51 largest metro areas in terms of pedestrian fatalities per capita.
- Pedestrian and bicyclist fatalities account for more than ¼ of the region's traffic fatalities
 - That proportion has been rising as other types of fatalities have decreased

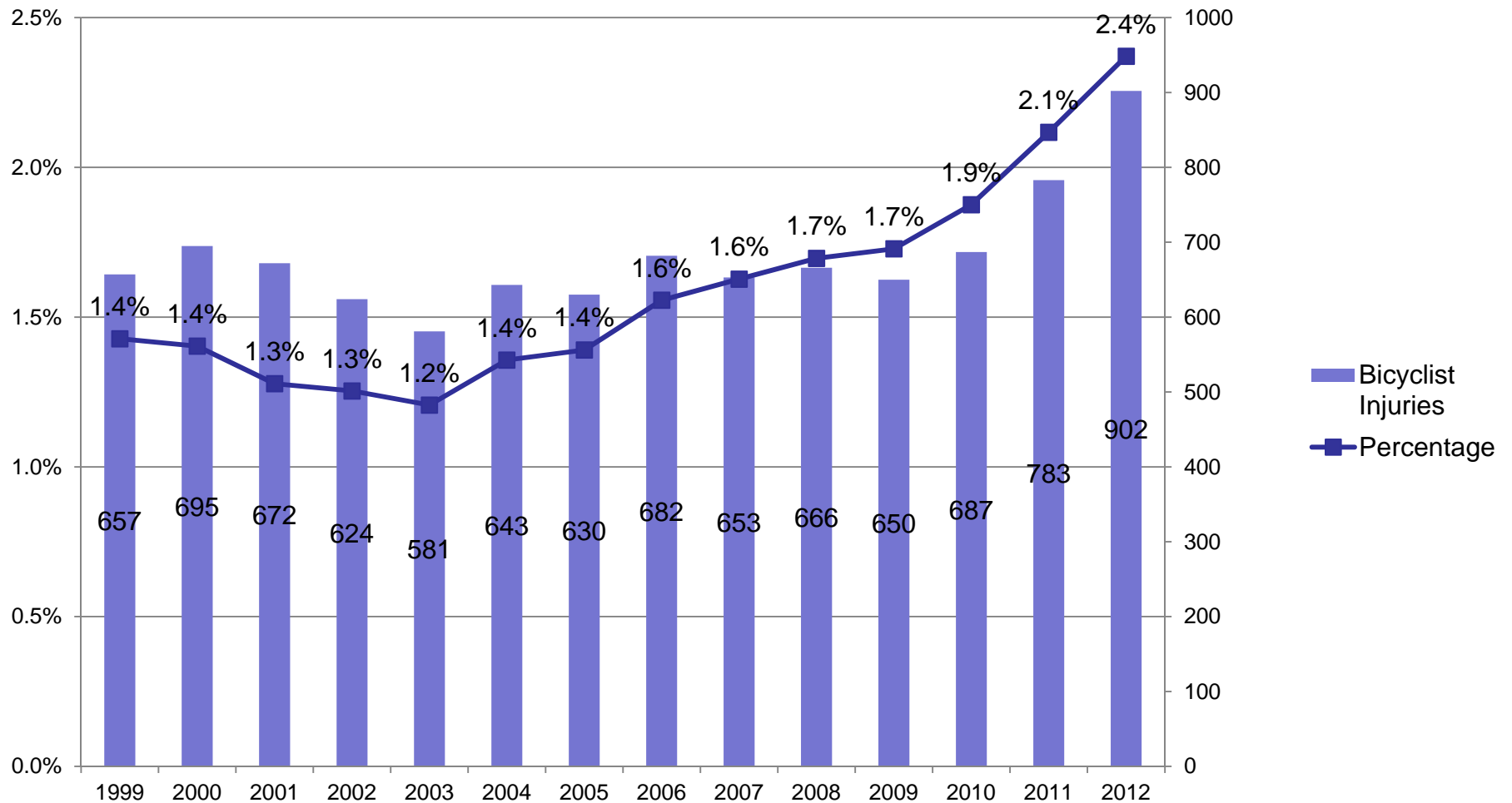
Traffic Fatalities in the Washington Region



Pedestrian Injuries in the Washington Region, 1999-2012



Bicyclist Injuries in the Washington Region, 1999-2012



Chapter 4: Existing Conditions

(Changes since 2010)

- **Bike Lanes**

- Green lanes
- Buffered lanes
- Now found outside DC, Arlington, & Alexandria

- **Multi-Use Paths**

- **Cycle Tracks**

- **Bike Parking**

- Corrals
- Bike Cages, “Bike ‘N Ride”

- **On line routing and mapping tools**

○ Google Maps, RidetheCity, etc.



Capital Bikeshare

- Rapid Growth
 - Opened Fall 2010
 - 2500 bicycles at over 300 stations in DC, Arlington, Alexandria, & Montgomery
 - Over 45,000 annual members
 - 310,322 trips in May 2014
 - 114,107 trips in January 2014
- Bikeshare coincided with rapid growth in bicycling

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Chapter 5: Goals & Indicators

- Drawn from Region Forward
- No Change since 2010

Chapter 6: Best Practices

- More discussion of Complete Streets
 - Uses the model regional policy
- New Best Practice:
 - “Endorse and use the NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#)..”

Chapter 7: The 2040 Network

**Table 7-1:
Miles of Bicycle/Pedestrian Facilities
in the Washington Region**

Facility Type	Total in 2005	Completed 2006- May 2010	Completed June 2010 May 2014	Planned New Facilities/ Upgrades	Total in 2040
Bicycle Lane	56	35	5	757	541
Shared-Use Path	490	53	21	640	1204
Total	546	88	26	1397	2057

Chapter 7 Review

- 463 Planned Projects
- 34 projects reported complete since May 2010
 - Partially completed projects not counted unless separated into phases
 - Only Alexandria, Arlington, and VDOT completed any projects
- Suspiciously low number
 - Please tell me what bicycle and pedestrian projects your agency has completed since May 2010.
 - Change “Status” in database to “Complete”.

Other Review Needs

- Review plan and staffing tables from Chapter 1 for accuracy/completeness
- Check language on NACTO guides in Chapter 6, page 5
 - Can your agency support this language?
- Photos?
 - If you would like a project highlighted, please send me a picture
- Mapping of Major Projects

Review Schedule

- July/August: Subcommittee comments on draft plan, correct the bike/ped project database.
- Late August: Brief Plan Work Group
- September 5th: Brief TPB Tech
- September 16: Bike/Ped Subcommittee Approval
- September 17: TPB Information Item
- October: TPB Approval

Follow-On Actions

- Database Updates – Every 2 years
 - Measure progress
 - Tool for generating lists of “ready to go” projects
- Progress Reports to TPB – Every 2 years
 - Projects completed
 - Other indicators as data is available
- Plan Updates
 - Every 4 years
 - General information for bicycle and pedestrian planning in the region
 - Changes in best practices, goals
- Visualization and Mapping - TBD