

Item 12: Report on Draft Bicycle and Pedestrian Plan for the National Capital Region

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Presentation to the
Transportation Planning
Board
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The Bicycle and Pedestrian Plan

- Identifies major bicycle and pedestrian projects the region wishes to carry out by 2030
- Proposes best practices
- First regional bicycle plan since 1995
- First-ever regional pedestrian plan
- Builds upon:
 - 1998 TPB Vision
 - 2001 Greenways and Circulation Systems Reports
- Contains both funded and unfunded projects

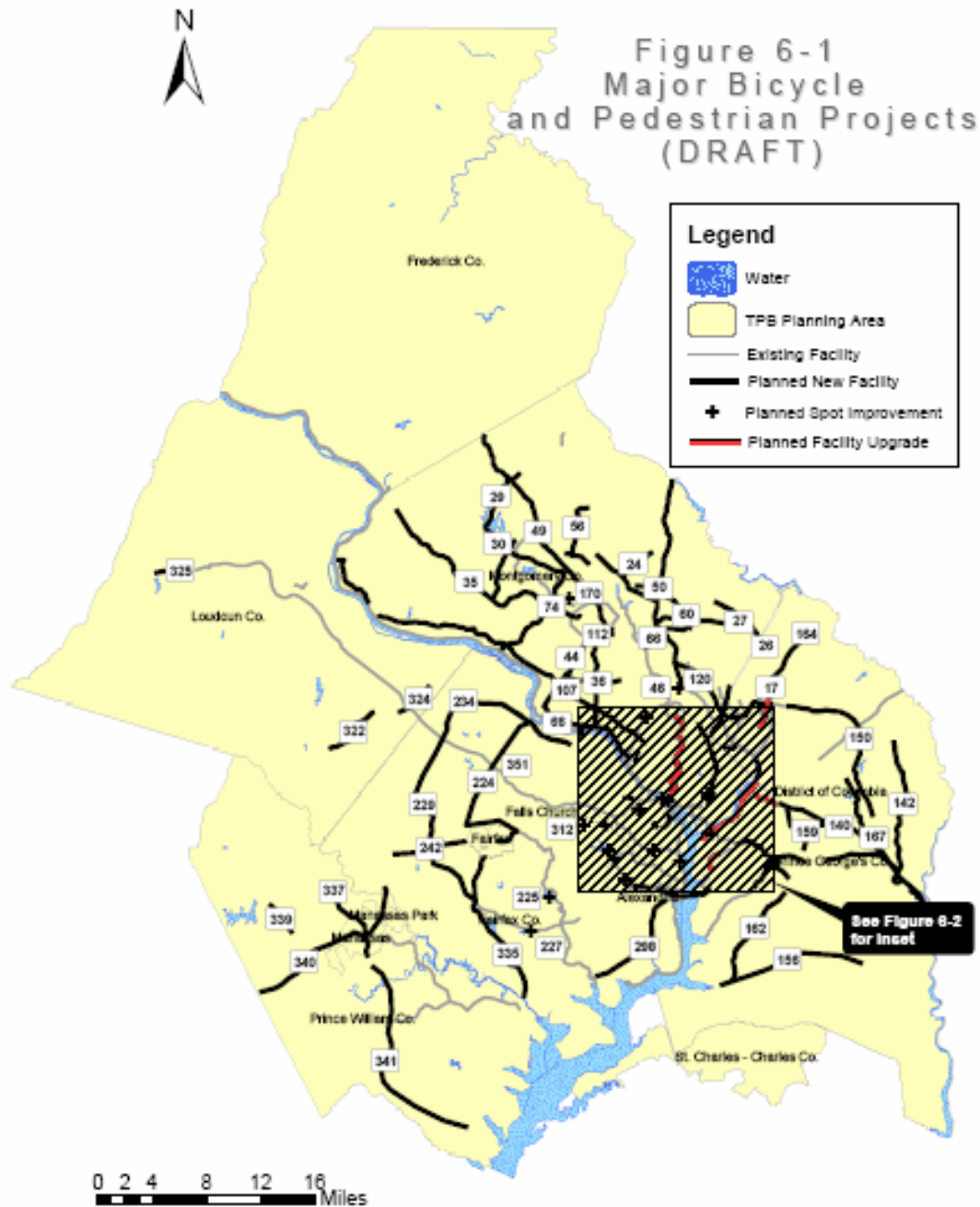
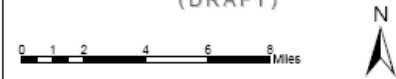


Figure 6-2: Major Bicycle and Pedestrian Projects in the Central Washington Region (DRAFT)



Status and Schedule

- Draft for public comment was released June 15
- TPB, Technical Committee, and Citizens Advisory Committee have been briefed
- Public comments by July
- Scheduled to be approved by TPB July 19
- The plan
 - Approximately 350 bicycle and pedestrian projects
 - Estimate cost: \$530 million
 - Projected new path and bike lane mileage: 680 miles

Planning Context: Walking and Bicycling as Transportation

- TPB Vision (1998) calls for
 - Mixed-use, walkable regional activity centers
 - Reduced reliance on the automobile
 - Safe, convenient walking and biking
- Federal
 - FHWA guidance changed from “Enhancements” to “Routine Accommodation”
 - Americans with Disabilities Act



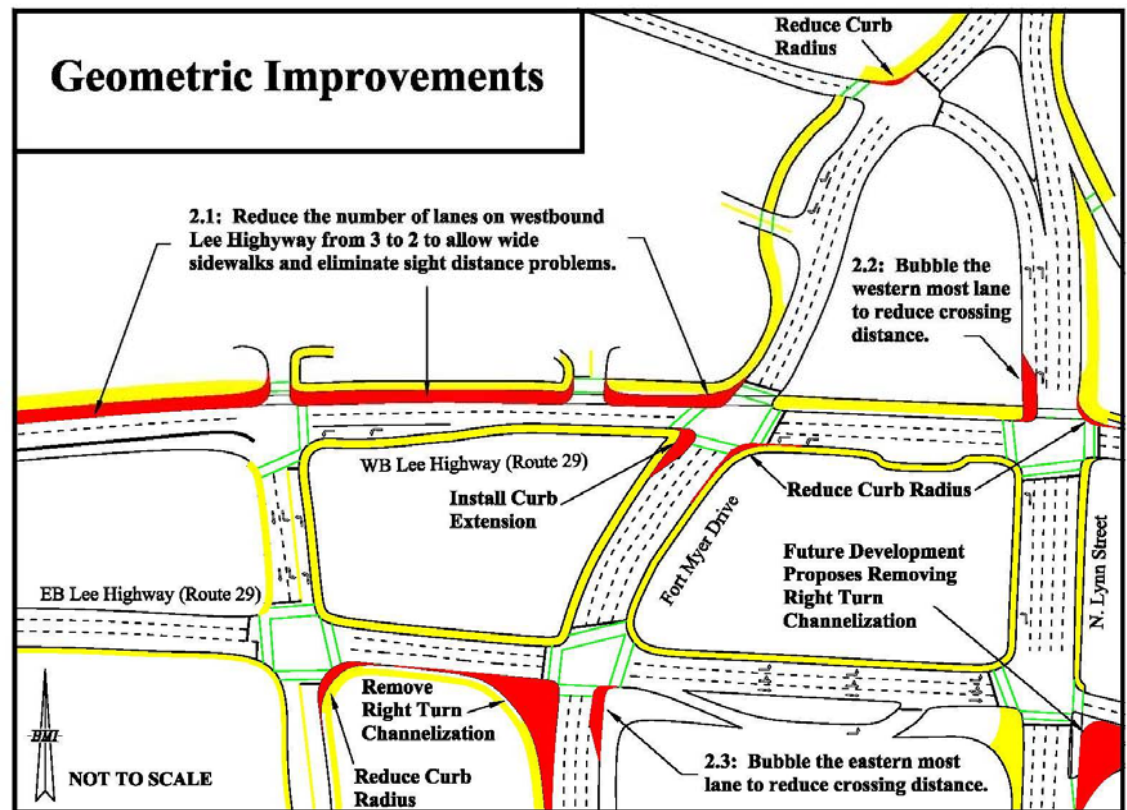
Key Features of the Plan

- **Priority for Pedestrian Safety over Vehicle Movement**
 - Safety improvements near bus stops, Metro stations, and other locations with high pedestrian activity (Richmond Highway, Rosslyn Circle)
- **Routine Accommodation of Pedestrians and Bicyclists**
 - All transportation projects now to accommodate pedestrians and bicyclists (Wilson Bridge)
- **Connectivity of Pedestrian and Bicycle Facilities**
 - Inclusion of pedestrian and bicycle facilities in community redevelopment (Anacostia Riverwalk)
 - New connections in existing communities (College Park Trail, Suitland Parkway Trail)
 - Integration with new development around transit stations (Metropolitan Branch Trail at NY Avenue Station)

Old Practices to New Practices: Rosslyn Circle Crossing

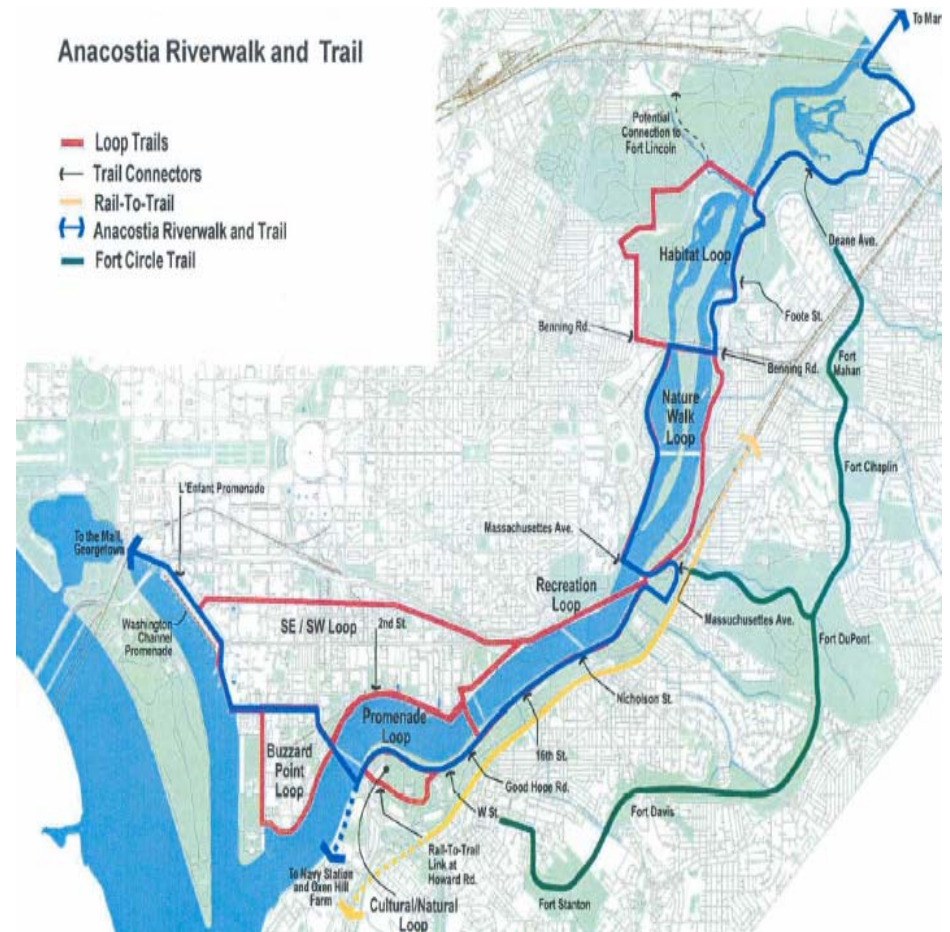
- Built for Speed
 - Wide streets
 - Sweeping corners
- Safety Problems
 - A high-crash location
 - Conflicts with turning vehicles
- Solution
 - Remove travel lanes
 - Wider sidewalks, tighter corners
- Cost: \$1 million
- Complete: 2008

To Key Bridge ↑



Redevelopment: the Anacostia Riverwalk Trail

- Build 20 miles of trails along Anacostia River
- Trails to connect office, housing, retail, parks, & transit
- Part of Anacostia Waterfront Initiative
- Cost: \$20 million



Connecting Activity Centers: the College Park Trail

- Cost: \$250,000 (Phase 3)
- 4 miles
 - Rhode Island Ave & former trolley ROW
 - Built in phases
- Connects Northern to Southern College Park
 - Crosses Paint Branch Creek
 - Alternative to congested US 1
- Serves University of Maryland, Metro stations



“Routine Accommodation”: the Woodrow Wilson Bridge

- Will connect Old Town Alexandria to Prince George’s County, National Harbor
- High-quality pedestrian, bicycle accommodation
- Serves commuters, recreation, economic development



Other Major Plan Projects

- Metropolitan Branch Trail (DC, MD)
 - Union Station to Silver Spring
 - Part of New York Avenue Station redevelopment
- Suitland Parkway Trail (DC, MD)
 - Will connect Prince George's to Anacostia Waterfront
 - Avoids steep street grades
- Richmond Highway Ped Safety (Fairfax County)
 - High-crash corridor
 - Sidewalks, raised median, intersection improvements, pedestrian signals, better bus service

Outcomes & Follow-On Actions

- Awareness of changed bicycle and pedestrian policies
- Advise programming of future (unfunded) bicycle and pedestrian priority projects
- Enhanced on-line Plan to be developed
 - Interactive format
 - Public access to the on-line project database
- Overall resource for planners and the public