

**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 of the Transportation Planning Board, [the Region Forward 2050 vision of the Council of Governments](#), the TCSP (Transportation and Community and System Preservation) reports, 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.

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**The Vision of the Transportation Planning Board**

The National Capital Region Transportation Planning Board 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.

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The TPB’s official vision statement for the region, the *Transportation Vision for the 21<sup>st</sup> 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*

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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

Sections of the *Vision* relating to bicycle and pedestrian goals are highlighted in Table 1-1. The full text of the *Vision* is available at [www.mwcog.org/transportation](http://www.mwcog.org/transportation).

This plan is intended to help fulfill the goals of the *TPB Vision* for Bicyclists and Pedestrians; recommendations in this plan reflect the goals of the *Vision*.

In addition to the specific references in Table 1-1, many other aspects of the *Vision* address 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.

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

Goal 1. The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.

Objective 4: Convenient **bicycle and pedestrian** access.

Strategy 3: Make the region's transportation facilities safer, more accessible and less intimidating for **pedestrians, bicyclists**, and persons with special needs.

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.

Objective 2: Economically strong regional activity centers with a mix of jobs, housing, services, and recreation **in a walkable environment.**

Objective 4: Improved internal mobility with reduced **reliance on the automobile** within the regional core and within regional activity centers.

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.

Objective 3: Increased transit, ridesharing, **bicycling and walking** mode shares.

Strategy 7: Implement a regional **bicycle/trail/pedestrian plan** and include **bicycle and pedestrian facilities** in new transportation projects and improvements.

Accompanying the *Vision* is a shorter action agenda with elements to be included in the year 2000 long range transportation plan for the region. Item four on the action agenda calls for a regional congestion management system to achieve significant reduction in single occupant vehicles (SOVs) entering the regional core and regional activity centers by:

- designing and developing circulation systems that maximize the use of transit (rail, monorail, bus, jitney, etc.) and **pedestrian and bicycle** facilities

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**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.

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.

The Council of Governments is currently developing *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.

If the goal of increasing the pace of implementation of the projects in the regional bicycle and pedestrian plan is adopted, it will be all the more important that this plan and project list be brought up to date and kept current.

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

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**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 six thousand riders to more than twenty "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~~ publishes *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. Commuter Connections also makes available on-line a regional map

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of existing bicycle facilities, park and ride lots with bicycle parking, transit, and HOV lanes.<sup>1</sup> The Bicycle and Pedestrian Subcommittee also publishes a map of regional bicycle facilities in cooperation with the ADC Map Company. Maps can be ordered at [www.adcmap.com](http://www.adcmap.com).

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/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.

**Priorities 2000: Metropolitan Washington Greenways and Circulation Systems**

*The Greenways and Circulation Systems Reports identify specific projects that support the TPB Vision*

In 1999 the TPB undertook the preparation of two reports: *Priorities 2000: Metropolitan Washington Greenways*, and *Priorities 2000: Metropolitan Washington Circulation Systems*<sup>2</sup>. The reports were funded by the Federal Highway Administration under the Transportation and Community and System Preservation (TCSP) Pilot Program. The grant was intended to support two key components of the TPB vision: improving circulation within the regional core and regional activity centers, and integrating greenspace into a regional greenways system. The *Greenways Report* supports the greenways and trails component of the TPB vision, while the *Circulation Systems Report*

supports the goal of improving circulation, especially non-motorized circulation, within the urban core and the regional activity centers. The two *Priorities 2000* reports provided key input to this bicycle and pedestrian plan.

The *Greenways Report* identified eight regional priority trail projects, and twelve local projects, as well as nine major existing greenways. Projects were selected as regional priorities based on five criteria:

<sup>1</sup> The Bike to Work Guide is available at [www.mwcog.org/commuter/ccindex.html](http://www.mwcog.org/commuter/ccindex.html)

<sup>2</sup> Both reports can be downloaded under "Information and Publications" at [www.mwcog.org](http://www.mwcog.org)

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- Potential inter-jurisdictional connection
- Fill a critical gap
- Provide ecological benefits
- Links to existing or planned greenway
- Provide community access to the regional greenway network



The *Greenways Report* also provides detailed strategies for identifying, planning, implementing, and managing greenways projects.<sup>3</sup>

Regional priority projects, local priority projects, and selected existing greenways from the *Greenways Report* are ~~shown listed in Table 1-2 and are shown on Figure 1-1, Metropolitan Washington Greenways,~~ in Appendix M. Several of these greenways have been completed since this report was published, while others have been advanced significantly.

### **Priorities 2000: Circulation Systems**

The *Circulation Systems Report* focused on local circulation systems within the regional core and within regional activity centers. Places such as ~~Tysons~~Tyson's Corner have grown to urban densities while relying almost entirely on the automobile for internal mobility, leading to worsening congestion. There is tremendous interest in improving internal pedestrian, bicycle, and transit mobility in such centers.

The *Circulation Systems Report* identified candidate and priority projects for improving internal circulation. Out of 51 candidate projects identified, 34 were pedestrian or bicycle projects. Projects were selected as regional priorities using the following criteria:

- location in a regional activity center
- readiness for implementation
- included in a local plan
- safety
- air quality
- economic development
- households served

<sup>3</sup> C&O Towpath Photo: COG/TPB, Michael Farrell

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- employees served
- cost

The following projects were selected as regional priorities:

1. Downtown DC Circulator
2. New York Avenue Metro Station Access
3. Union Station Bike Station
4. Montgomery County CBD Shuttle Package
5. Rockville Town Center
6. Suitland Metro Area Bus and Pedestrian Improvements
7. Old Town Fairfax Redevelopment
8. Rosslyn Circle Crossing
9. ~~Tysons~~ Tyson's Corner Pedestrian Improvements

Of the nine regional priority circulation projects, seven are wholly or partially pedestrian or bicycle projects.

The *Greenways and Circulation Systems Reports* continue to serve as a resource for planners-?? in the Washington region. They also represent the most recent statement of regional bicycle and pedestrian priorities, and a majority of the projects chosen as priorities have either been implemented or have been advanced significantly since the TCSP reports were issued. The TCSP selection criteria for regional priority have been incorporated into the information in the regional bicycle and pedestrian database.

#### **Federal and State Policies**

*Virginia now requires "routine accommodation" of pedestrians and bicyclists in transportation projects*

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. 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.<sup>4</sup> The State of Maryland's Bicycle and Pedestrian Access Act provides that "Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered in all phases of transportation planning, including highway design, construction, reconstruction, and repair."<sup>5</sup> The Maryland Department of Transportation is to "work to ensure" that transportation options for pedestrians and bicycle riders will be enhanced and not negatively impacted by a project or improvement.

<sup>4</sup> [www.virginiadot.org](http://www.virginiadot.org)

<sup>5</sup> Maryland Department of Transportation, *Twenty Year Bicycle and Pedestrian Access Master Plan*, October, 2002. p. 32.

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Routine accommodation policies are sometimes known as “complete streets” policies.<sup>6</sup> “Complete streets” are defined as streets that are designed and operated to enable safe access for all users, including motorists, pedestrians, bicyclists, and transit users, as well as senior citizens, children, and persons with disabilities. Oregon, Virginia, South Carolina, and a number of other regions and cities have adopted such policies.

Federal and State policies have evolved, 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 **new** federal and state guidelines and policies **have will likely** lead 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.

### **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

<sup>6</sup> [www.completestreets.org](http://www.completestreets.org)

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their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits.<sup>7</sup>

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.

### **SAFETEA-LU**

Under the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users) federal transportation bill signed in August 2005, bicycle and pedestrian projects remain broadly eligible for nearly all funding categories, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian projects. The bill authorizes \$286 billion for highways and transit from 2005 through 2009, a 22% increase over the previous federal transportation bill, TEA-21.

Transportation Enhancements, half of which historically have been spent on bicycle or pedestrian projects, are funded nationally at a level of \$3.25 billion over five years. The Recreational Trails Program sets aside \$110 million for non-motorized trails. SAFETEA-LU also contains a number of high priority projects, sometimes known as legislative earmarks, many of which are bicycle or pedestrian projects.<sup>8</sup> Pedestrian and bicycle projects are *not*, however, limited to set-aside programs and high priority projects. They are broadly eligible for funding from highway and transit funds.

### **Safe Routes to School**

Aside from the general increase in funding under SAFETEA-LU, the most important new set-aside for bicyclists and pedestrians is the Safe Routes to School (SRTS) Program (~~SRTS~~). The goals of the program are to enable and encourage children to walk and bike to school, improve safety, and reduce traffic and air pollution near schools. Eligible activities include both infrastructure and non-infrastructure projects. Infrastructure projects include bicycle parking, crosswalks, sidewalks, traffic calming, on and off-street bicycle facilities, etc. on any public road or trail in the vicinity of a school. Non-infrastructure projects include public awareness and outreach to encourage walking and bicycling to school, traffic education and enforcement near schools, student sessions, training, SRTS program managers, and a State Coordinator. Not less than 10% or more than 30% of SRTS funds must be set aside for non-infrastructure projects.

Funds ~~are will be~~ administered by State Departments of Transportation, with 100% federal share

<sup>7</sup> American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. [www.acb.org](http://www.acb.org)

<sup>8</sup> See [www.bikeleague.org](http://www.bikeleague.org) for further information on the Bicycle and Pedestrian provisions of SAFETEA-LU.

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– no local match required. Each state is to receive funds in proportion to K-8 school enrollment, but not less than \$1 million. The budget will ~~grow~~ from \$54 million in 2005 to \$183 million in 2009.

As this program has developed, interest, and applications for funding have varied greatly between different schools and school districts. — Some school districts have embraced the program, while others have maintained bus and drive-only policies. Growing emphasis on fighting childhood obesity has helped build support for the program.

### **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 over the next 25 years. The region’s transportation agencies and jurisdictions submit projects for the CLRP, which is developed and approved by the TPB. The CLRP is the primary vehicle for realizing the *TPB Vision* and the States’ long-range plans. Federal law requires that the CLRP be updated every four years; the most recent version was adopted in 2006<sup>4</sup>. 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~~not a wish list, but a fairly realistic plan.~~

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The CLRP identifies a few important bicycle projects, as well as discussing the actions of the Bicycle and Pedestrian Subcommittee to promote pedestrian and bicycle safety, walkable communities, and better professional development and training. Training in the requirements of the Americans with Disabilities Act with respect to pedestrian facilities has been a major emphasis.

Bicycle and pedestrian projects in the 2005 CLRP are listed in Appendix C. 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 may under-estimate the amount of bicycle and pedestrian spending that will occur over the next 25 years. State Departments of Transportation may also increase funding levels in the future as they implement policies to routinely accommodate pedestrians and bicyclists in all new transportation projects.

Under SAFETEA-LU bicyclists, pedestrians, and people with disabilities are explicitly required to be given an opportunity to comment on metropolitan transportation plans.

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**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.

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Bicycle and pedestrian projects that use federal funds are listed in the TIP. For example, the Fiscal Year ~~201006-20151~~ TIP includes \$~~13022~~ million for bicycle and pedestrian projects. Of that, \$~~2369~~ million is programmed for FY 20~~1006~~, which is ~~less than one2.4-percent%~~ of the total capital funds for all transportation projects programmed for FY 20~~1006~~. 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.

*The Transportation Improvement Program includes \$~~13022~~ million for pedestrian and bicycle projects*

**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.

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

<b>Jurisdiction/ Agency</b>	<b>Plan/Study</b>	<b>Year</b>
Arlington County	Pedestrian Transportation Plan, Bicycle Transportation Plan, <u>Bike Lane Plan</u> <u>Arlington Master Plan - Pedestrian Element</u>	1997, 1994 <u>2001</u> , <u>2008</u>
City of Alexandria	<u>Pedestrian and Bicycle Mobility Plan</u> <u>Bicycle Transportation and Multi-Use Trail Plan</u>	<u>2008</u> , <u>1998</u>
District of Columbia	District of Columbia Bicycle Master Plan, <u>District of Columbia Pedestrian Master Plan</u>	2005, <u>2009</u>
Fairfax County	Countywide Trails Plan	2002
Frederick County	Frederick County Bikeways and Trails Plan	1999
City of Gaithersburg	Bikeways and Pedestrian Plan	1999
<u>City of Hyattsville</u>	<u>Bicycle and Pedestrian Master Plan</u>	<u>2008</u>
Loudoun County	Loudoun County Bicycle and Pedestrian Master Plan	2003
Maryland Department of Transportation	Twenty Year Bicycle and Pedestrian Access Master Plan	2002
MNCPPC – Prince George's County	Transportation Priority List (Joint Signature Letter)	1999
Montgomery County	Countywide Bikeways Functional Master Plan	2005

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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 Plan for the National Capital Region	2001, 1995
National Park Service	Paved Recreation Trails Plan	1990
<b>Jurisdiction/ Agency</b>	<b>Plan/Study</b>	<b>Year</b>
Prince William County	Thoroughfares Plan (part of Comprehensive Plan), Greenways and Trails Plan	1998, 1993
City of Rockville	<del>Bikewayeyele</del> Master Plan	<del>2004</del> 1998
Virginia Department of Transportation, Northern Virginia Office	Northern Virginia Regional Bikeway and Trail Network Study	2003

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)**

<b>Jurisdiction/ Agency</b>	<b>Bicycle Planner FTE's</b>	<b>Pedestrian Planner FTE's</b>	<b>Trails Planner FTE's</b>
Arlington County	1	1	1
City of Gaithersburg	0.5		
City of Alexandria	0.5	0.5	

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

**CHAPTER 1:  
PLANNING CONTEXT**

City of College Park	0.5		
<u>City of Frederick</u>	<u>0.5</u>	<u>0.5</u>	
City of Rockville	0.5	0.5	
District of Columbia	2	1	1
Fairfax County	1	2	2
<b>Jurisdiction/ Agency</b>	<b>Bicycle Planner FTE's</b>	<b>Pedestrian Planner FTE's</b>	<b>Trails Planner FTE's</b>
Frederick County	0.5	<u>0.5</u>	
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
Virginia Department of Transportation, Northern Virginia Office	1.5	1.5	

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WMATA	0.5	0.5	
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**Priority Unfunded Regional Bicycle and Pedestrian Projects**

The Bicycle and Pedestrian Subcommittee periodically selects a short list of priority unfunded bicycle and pedestrian projects. These projects are selected from the TCSP reports, 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.

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The selection criteria for inclusion in this short list were drawn from those used in the TCSP *Greenways and Circulation Systems Reports*. The following criteria were used:

- **Bicycle Network Connectivity:** priority was given to projects that enhanced connectivity of facilities on the regional bicycle facilities network.
- **Pedestrian Safety:** priority was 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 was 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 2011, 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. Most projects on past lists have been funded. ~~Four Seven~~ projects totaling \$~~24.5 million~~~~11,508,000~~ were funded from the 2007~~0~~ list and 2006 lists, and five projects from the 2008~~2~~ list were ~~fully or~~ partially funded. Projects funded since 1995 include:

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- 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 ~~Rockville Millennium~~ [Millennium](#) Trail in the Rockville

### **Regional Bicycle Plans**

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.

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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](#) ~~this~~ plan were “bicycle” plans. ~~The 2006 plan is update to the previous plans~~ fully incorporated pedestrian elements for the first time.

### **Sources of the Regional Plan Projects**

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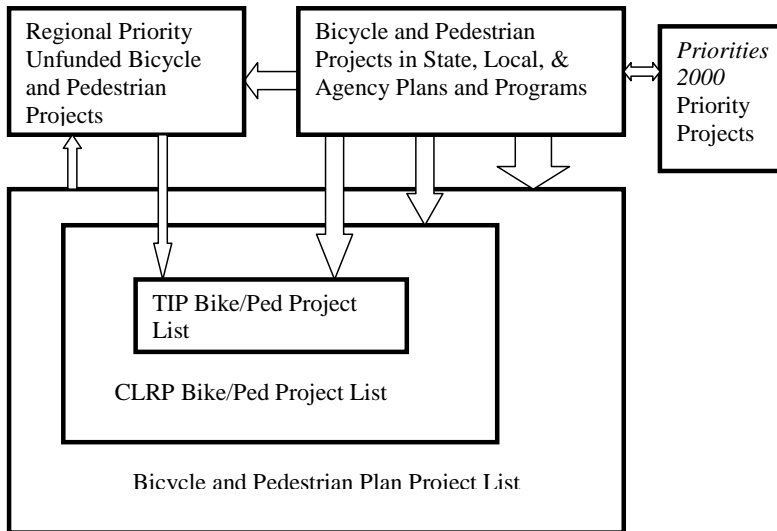
| State, local, and agency bicycle and pedestrian plans are the source of the projects in this plan. All bicycle and pedestrian projects that are programmed in the TIP are also in the CLRP and in this plan. The plan, however, includes many projects that are not in the TIP or the CLRP. The selection criteria from the Transportation Planning Board's *Priorities 2000: Circulations Systems* and *Greenways* reports helped determine the data included for each project in the bicycle and pedestrian plan project list. Figure 1-1 illustrates the relationships between the various project lists.

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**Figure 1-1**



**Outlook**

The TPB has a continuing commitment to inclusion of both bicycle and pedestrian elements in long-range transportation plans. Bicycle and pedestrian plan elements in the regional plans are drawn from jurisdictional plans and policies. The regional Bicycle and Pedestrian Plan in turn will advise the choices made by TPB member agencies for the inclusion of bicycle and pedestrian projects in future Constrained Long Range Plans and Transportation Improvement Programs.

[This plan and project list also provides an important tool for tracking the implementation of bicycle and pedestrian projects in the region. Increasing the rate at which projects in this plan are constructed is an explicit goal of the Council of Governments' \*Region Forward 2050\* vision.](#)

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