Bike Ped Subcommittee Meeting, Item 4

July 10, 2018

**Transportation Planning Board’s Visualize 2045 Priorities**

WABA Comments

* TPB is looking for ideas to help implement these endorsed initiatives.
* TPB also wants to know what else could be done to advance walking and bicycling more aggressively, beyond just these two initiatives.

*Questions being asked for each of the initiatives:*

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| What are the impediments to realizing the full potential of this initiative?  |
| What specific actions (including projects, programs, and policies) can your jurisdiction take to advance these ideas?  |
| What resources are needed to enable you to take these actions?  |
| What actions can the region collectively take? |

**1. Optimize Regional Land-Use Balance**

This initiative would optimize the balance of jobs and housing region-wide. The idea is to increase jobs and housing around underused rail stations and Activity Centers with high-capacity transit. Plus, it would encourage building additional housing in the region to match employment projections.

What could be done to advance walking and bicycling more aggressively?

* Implement secure bike parking at all metrorail and commuter rail stations and high ridership BRT and light rail stations
	+ This could include secure bike rooms, similar to the Reston Metro Station. Montgomery Co. Bike Plan has good examples of planning for bike parking at metrorail stations.
* Implement cordon pricing to reduce VMT
* Eliminate or reduce mandatory parking minimums in all TPB member jurisdictions
* Include a comprehensive active transportation element in the constrained long-range plan

**2. Regionwide Bus Rapid Transit (BRT) and Transitways**

BRT, transitway, and streetcar routes that are in jurisdictions’ plans but not yet in the TPB’s long-range plan would be added at various locations throughout the region. This initiative would also improve pedestrian access to transit stations and increase the amount of jobs and housing around the transit stations.

What could be done to advance walking and bicycling more aggressively?

* Implement on-board bike service for BRT, Metrorail, light rail, and commuter rail region wide
* Integrate bikeshare and bike infrastructure into regional transit planning
* Ensure that high-capacity transitways include the planning and funding of parallel bike facilities
* Ensure that transitways, streetcar, BRT infrastructure is designed in accordance with bicycle safety
* Ensure transportation equity in BRT and transitways planning and implementation

**3. Metrorail Core Capacity Improvements**

 This initiative includes running eight-car trains exclusively on all Metrorail lines—replacing six-car trains entirely. It would also add a second Rosslyn station, and a new rail line across the Potomac River connecting the District and Virginia through Georgetown to Union Station towards Waterfront. It also would add better bicycle and pedestrian access to rail stations.

What could be done to advance walking and bicycling more aggressively?

* Further research last-mile connections
* Integrate Bikeshare into Metrorail planning
* Provide secure bike parking at all metrorail stations
* Reduce headways
* Continue investment in regional Metrorail
* Provide bike cars on Metrorail
* Allow bikes on Metrorail at all times

**4. Employer-Based Travel Demand Management Policies**

New policies would increase teleworking region wide and increase the number of employees receiving transit and carpool subsidies. This initiative would also increase the price for most of the parking for work-trips in Activity Centers.

What could be done to advance walking and bicycling more aggressively?

* Provide subsidies, specifically parking cash-out policies, for people who bike to work
* Provide financial incentive to employers who offer secure bike parking, on-site showers, other facilities that encourage biking to work
* Provide one-time tax credit for a bicycle purchase
* Remove employee car parking benefits
* Ensure transportation equity is considered in employer-based travel demand management policies
* Offer refunds on active transportation expenses
* Encourage all agencies of a TPB member jurisdiction should be part of League of American Bicyclists Bicycle Friendly Business program
* Designate staff to be responsible for supporting the development of and auditing TDM plans from employers for each activity centers
	+ See Montgomery County’s Transportation Demand Management Districts for example
* Implement a comprehensive active transportation element in the constrained long-range plan

**5. Regional Express Travel Network**

The region would have an extensive network of express toll lanes on existing highways. These lanes would use dynamic tolls to maintain desired travel speeds and be free to carpoolers and transit vehicles. New express bus service connecting Activity Centers would also travel on the network.

What could be done to advance walking and bicycling more aggressively?

* Measure success in multi-modal metrics (including transit, biking, walking, other forms of active transportation), not automotive travel speeds
* Implement cordon pricing for traveling in or through downtown areas or activity centers
* Ensure transportation equity is considered in regional express travel network
* Ensure that all highway projects include continuous multi-modal options, including biking and walking
* Plan for an express bicycle travel network between major activity centers
* Direct funding from tolls to go to regional bike/ped projects

**6. Completion of the National Capital Trail**

Complete a network of bicycle/pedestrian trails encircling the region’s core.

What could be done to advance walking and bicycling more aggressively?

* Expand the vision of the National Capital Trail to the trail network as defined by the Capital Trails Coalition
* Adopt the Criteria for Network Inclusion as defined by the Capital Trails Coalition
* Design a regional bicycle and pedestrian counting methodology that includes both permanent and manual counts.
* Implement a regional bicycle and pedestrian count program
* Host annual summits to cover trail maintenance, issue reporting, and emergency response
* Develop and implement a campaign to increase trail use
* Triple the funding available for the TLC grant program
* Ensure transportation equity is considered in trail network
* Prioritize funding to projects in low-income communities of color

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| What are the impediments to realizing the full potential of this initiative?  | * The scope is too limited to getting full buy-in from regional leadership
* The scope is too limited to achieving significant mode shift
* Lack of expertise in trail development from some of the TPB member jurisdiction
* Budget constraints from member jurisdictions
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| What specific actions (including projects, programs, and policies) can your jurisdiction take to advance these ideas?  | * Each jurisdiction should become an advisory member of the Capital Trails Coalition
* Jurisdictions could create an item on their respective TIPs to be allocated to trail projects
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| What resources are needed to enable you to take these actions?  | * Funding for concept plans and feasibility studies
* Technical assistance to member jurisdictions for trail development project delivery
* Capacity building to NPS for environmental review
* Funding for all levels of trail development (from concept plan to 100% design)
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| What actions can the region collectively take? | * Expand the vision of the National Capital Trail to the trail network as defined by the Capital Trails Coalition
* Adopt the Criteria for Network Inclusion as defined by the Capital Trails Coalition
* Triple the funding available for the TLC grant program
* Invest in public outreach and engagement to build support for a regional trail network
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**7. Access Improvements to High-Capacity Transit Stations**

Increase access to transit through improved first- and last-mile connections on foot or by bike

What could be done to advance walking and bicycling more aggressively?

* Provide spoken instructions for all crosswalks near high-capacity transit stations (and that they are maintained)
* Research and publish a report regarding station access for people with disabilities
* Give signal priority for pedestrians and bicyclists near high-capacity transit stations
* Ensure transportation equity is considered in access improvements
* Increase the radius of study around high-capacity transit stations

Overall, **what else could be done to advance walking and bicycling more aggressively, beyond just these two initiatives**? Be bold in making suggestions.

* TPB commits to Vision Zero, creates an action plan, including preparing resources for all TPB member jurisdictions to commit to Vision Zero
* Include a comprehensive active transportation element in the constrained long-range plan
* Fully integrate active transportation into regional travel demand models
* Implement comprehensive, ongoing count programs for regional trails and bikeways
* Adopt level of traffic stress as regional planning methodology for bicycle networks
* Provide trainings for transportation planners for level of traffic stress methodology
* Ensure that jurisdictions include protected bike lanes in engineering and design manuals
* Ensure that jurisdictions adopt NACTO guidance for warrants
* Expand bikeshare with focus on transportation equity
* Implement universal bike education across the region
* Implement Trail Ranger programs across the region, modeled off (or an expansion) of the DDOT/WABA Trail Ranger program
* Invest in a bicycle-friendly driver program for fleet managers, metro bus drivers, and for-hire vehicle operators.
* Fund bicycle outreach and encouragement programs
* Research and publish best practices for ride hailing service policies in urban areas regarding bikes (parking in bike lanes, dooring, crash reporting and follow up)
* Fund and advertise research, resources, and tools to better understand, track, build consistency in self-reporting of bicycle and non-motorized crashes throughout the region
* Establish regional standards for police reporting of crashes involving bicyclists and pedestrians
* Give Level of Service (LOS) less weight in regional transportation decision making
* Strengthen mechanisms that require developers to build or fund development of trails, bikeways, sidewalks and other active transportation infrastructure related to their development.

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