

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Draft 2022 Update

Andrew Meese
Program Director, Systems Performance Planning

Michael Farrell
TPB Senior Transportation Planner

TPB Technical Committee
May 6, 2022

Overview

- The TPB was briefed on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region at its March 16 meeting
- Today we will:
 - summarize staff activities/plan changes following up on the board's March 16 comments
 - prepare to offer the revised draft plan for TPB approval on May 18
- Previously, staff shared a memorandum summarizing the board's March 16 discussion and comments at the April 1 TPB Technical Committee meeting



March Follow-up: Technical Corrections

- Mostly these involved changes/corrections related to individual project listings
 - Staff has made technical corrections to numerous project listings
 - The Appendix A project list table has been revised to reflect these corrections, as has the summary Table 8 in Chapter 6
- Changes were not of a magnitude to necessitate changes to the overall regional (buffer) analysis
- The database behind the plan is inevitably a “snapshot” in time, and will be updated more frequently than the plan document itself
 - For further project additions and corrections, we anticipate future annual updates to the project database and online interactive map



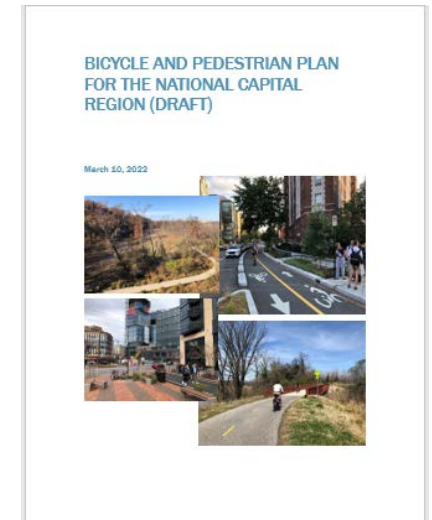
March 16 Follow-up: Specific Topics

- Many topics raised by the board were already covered in the draft plan: *access to transit, all ages/abilities, e-bikes, pedestrian-oriented development, funding*
- New plan text following March 16 comments: *rails-to-trails strategies*
- The draft plan addresses topics such as these in a manner consistent with the way they are addressed in member jurisdictional or agency plans
- The TPB's ongoing planning process, including subcommittee discussions, training opportunities, and the grant and technical programs TPB offers, also will continue to address and strengthen coverage of these issues



Plan Review and Approval

- Current draft plan version is as of today (May 6)
- Draft final will be shared with TPB in mailout materials for its May 18 meeting by May 11
- Following approval, the live online interactive map will be available
 - Map/database can be updated as feasible with new information
- The plan will be posted in documents section of COG/TPB website



Andrew Meese

Program Director, Systems Performance Planning
(202) 962-3789
ameese@mwkog.org

Michael Farrell

Senior Transportation Planner
(202) 962-3760
mfarrell@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board

Additional Slides: Overview of the Draft 2022 Bicycle and Pedestrian Plan for the National Capital Region



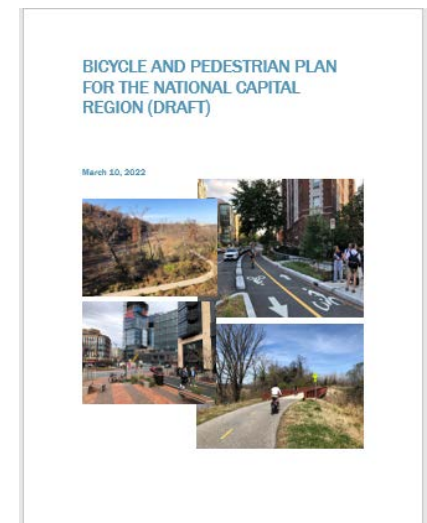
Overview

- This briefing is on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region
 - This plan succeeds the existing plan approved by TPB in 2015
 - Follows development and TPB approval of the National Capital Trail Network in 2020
 - Utilizes recent enhancements to the plan-supporting bicycle and pedestrian projects database
 - Incorporates emerging aspects of bike/ped planning



Why Develop a Regional Bike/Ped Plan?

- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
 - Bicycling and walking trends
 - Safety, Complete Streets, and Green Streets
 - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
 - Compiled from agency/jurisdictionally approved plans; includes both funded and unfunded projects



What's in the Draft Plan?

Continuing but Enhanced Content

- Local, regional, state, & federal context for bike/ped planning
- Related COG/TPB policies & activities: Complete Streets, Green Streets, Equity
- Pedestrian and bicycle safety; Street Smart
- Existing facilities/types for walking & bicycling; micromobility
- Best/recommended practices

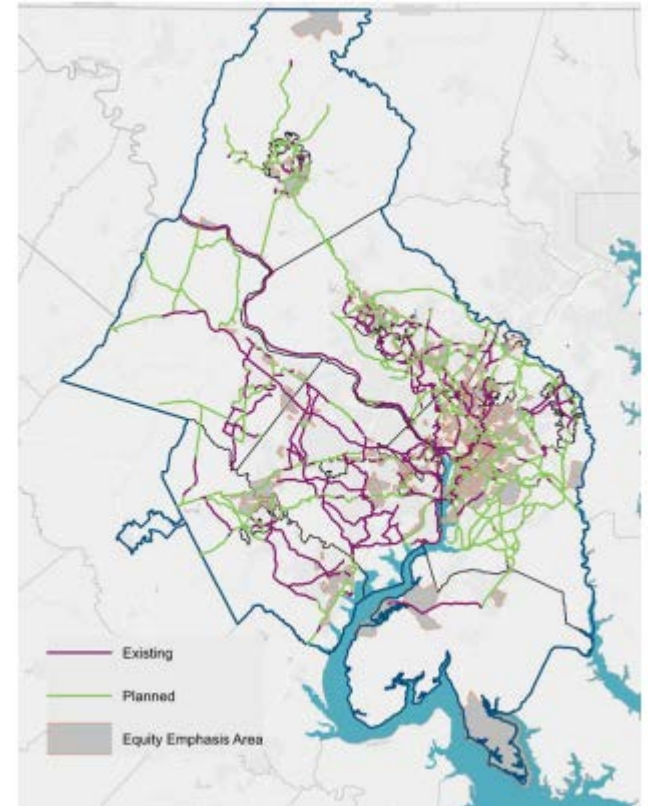
New for 2022

- New federal legislation: IIJA/BIL
- Regional Roadway Safety Program
- 2017/2018 Regional Travel Survey information
- Evolving/emerging facility types
- National Capital Trail Network
- “Fresh start” new 2045 bike/ped network (listings, maps, analyses)
- 2045 bike/ped network interactive dashboard



Planning Context (Chapter 1)

- TPB Plans/Programs – Vision, Visualize 2045, TIP
- Complete Streets and Green Streets policies
- National Capital Trail Network
 - Encouragement & funding programs
 - TLC, TAP, TAFA, RRSP, Commuter Connections, Bike-to-Work Day
- Federal guidance & transportation legislation
- State/local/WMATA plans



2020 National Capital Trail Network Map
(Source: COG/TPB)

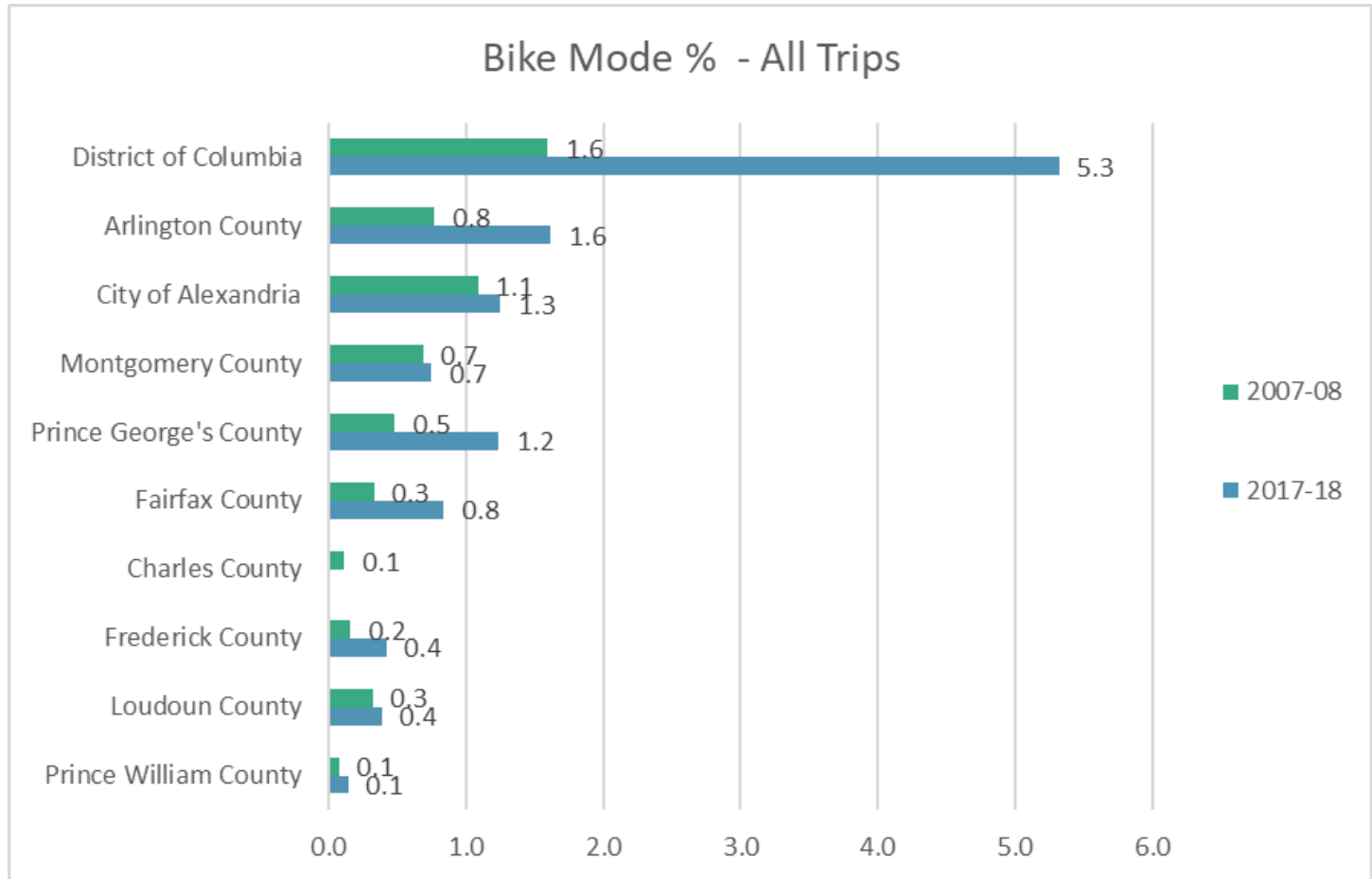
Biking/Walking in the Region (Ch. 2)

- Mode share & travel patterns, drawing on:
 - TPB's Regional Travel Survey
 - Significant increase of bicycling in the region's core
 - US Census Bureau American Community Survey
 - National Household Travel Survey
 - Commuter Connections State of the Commute survey
 - WMATA's Passenger Rail Survey

**62% of
Metrorail
Passengers
Walk to the
Station**



Example: Bike Mode - % of All Trips

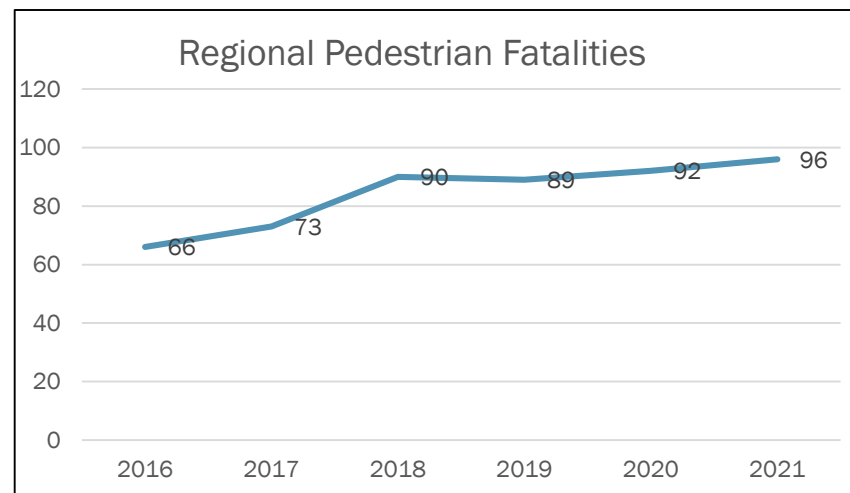


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



Pedestrian & Bicyclist Safety (Chapter 3)

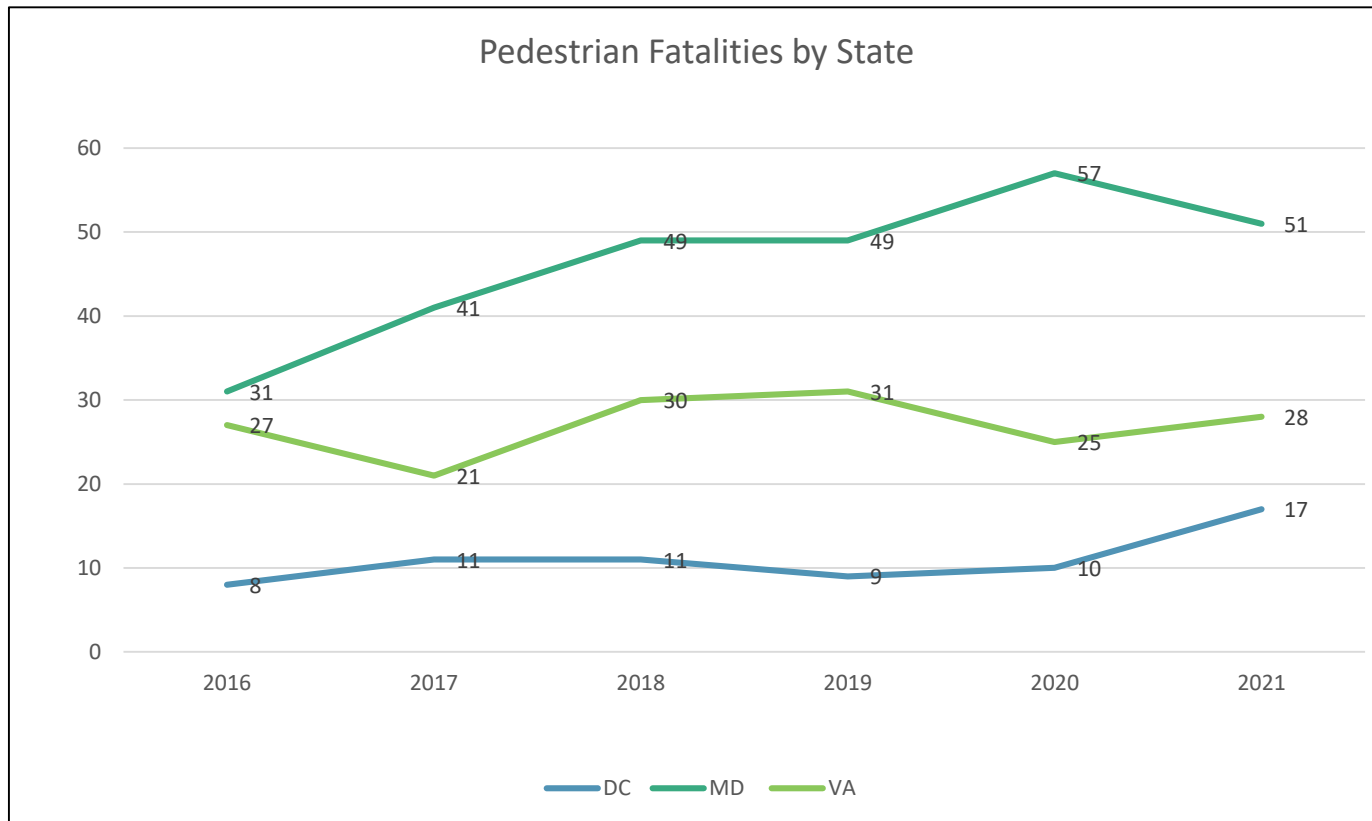
- Pedestrian & bicyclist fatality/serious injury crash trends
- Engineering, education and enforcement
- Pedestrian & bicyclist safety remains a serious concern and challenge – staff and committees are actively working on this through programs such as the Regional Roadway Safety Program and Street Smart



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Pedestrian Fatalities by State



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



Best/Recommended Practices (Ch. 5)

- Detailed discussion of recommended practices at the local level, developed with Bicycle & Pedestrian Subcommittee input, e.g.:
 - Good bike/ped design/accommodation in all transportation projects; facility design and construction standards
 - Provide/improve access for persons with disabilities
 - Interjurisdictional coordination & connectivity; circulation between and within Activity Centers
 - Appropriate roadway widths, curb radii, crossing distances, speeds
 - Bikesharing, micromobility, supporting facilities
 - Education, enforcement, and encouragement
 - Integration of equity into planning



The 2045 Network (Chapter 6)

- Planned network and project list: 2,500 miles, 1,650 projects
 - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
 - “Low stress” = shared use paths/protected bicycle lanes/boulevards
 - 76% of the population and 87% of the jobs will be within a half mile of low-stress network
 - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



The Planned 2045 Network & the NCTN

	Low-Stress Network (Draft Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880	779*
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880**	1,423

*All “planned” miles of the NCTN are also included in the planned draft Bicycle and Pedestrian Plan network.

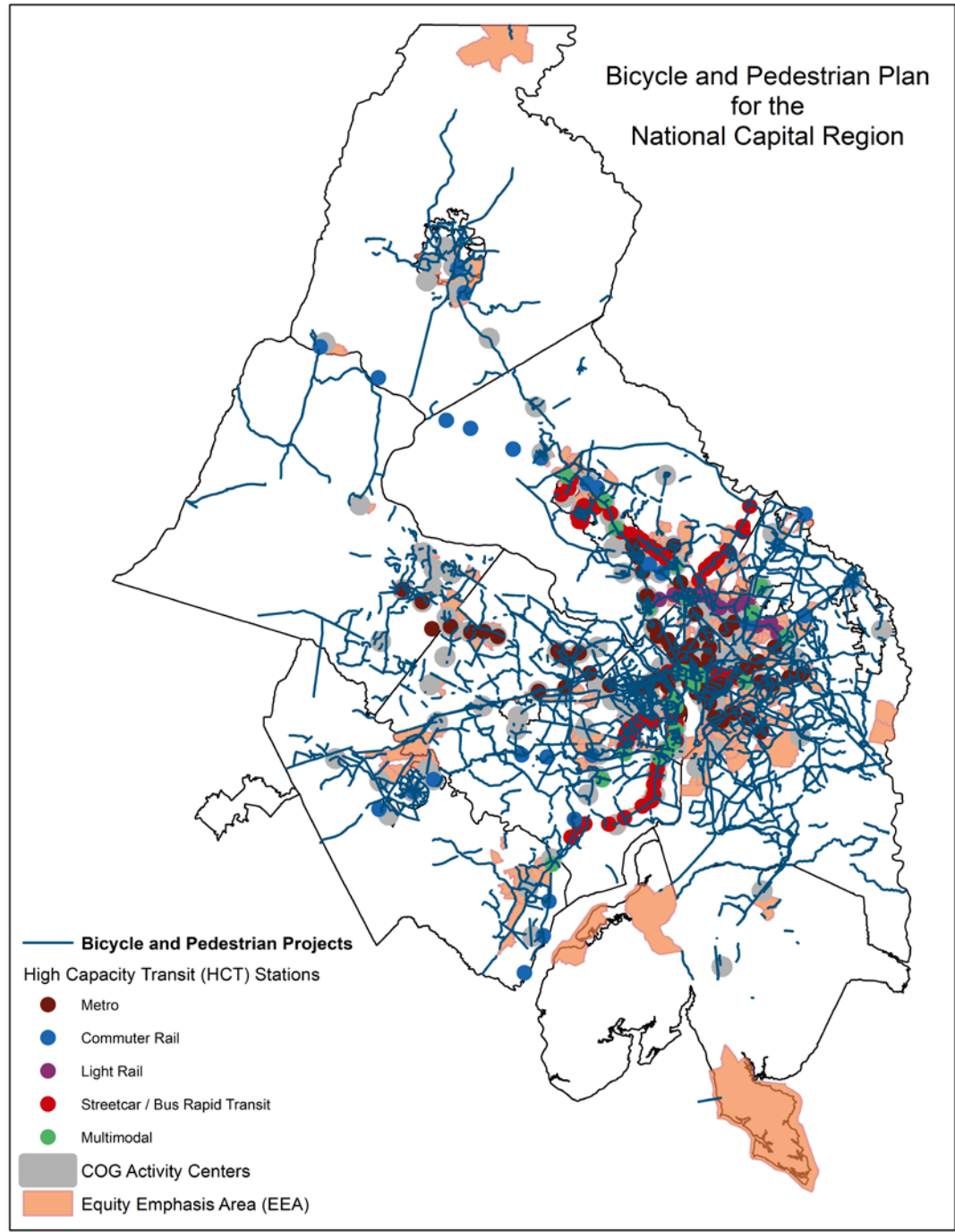
**1,880 of the draft Bicycle and Pedestrian Plan’s overall 2,500 planned miles are considered to be on the “Low-Stress Network”. Source: COG/TPB.



Map of the 2045 Network

Source: COG/TPB

Bicycle and Pedestrian Plan for the National Capital Region



Data Dashboard App

- On-line tool for map-based analysis and visualization
- Public engagement tool

Bicycle and Pedestrian Plan for the National Capital Region - Data Dashboard App

National Capital Region Transportation Planning Board (TPB)

Project View - Search by Database Attributes | Geographic Analysis | Cooperative Forecast

Bicycle and Pedestrian Plan for the National Capital Region
Projects by Geographic Area

Filter

Filter Projects by Geographic Area

Filter by Geography

- High Capacity Transit (HCT) Stations
- TAFE - Transit Access Focus Areas
- Equity Emphasis Area (EEA)
- COG Activity Centers

Layer List

Turn Layers On / Off

Layers

- Bicycle and Pedestrian Plan - All Projects
- Bicycle and Pedestrian Plan - Selected Projects
- Bicycle and Pedestrian Plan - Point Projects
- High Capacity Transit (HCT) Stations
- TAFE - Transit Access Focus Areas
- Equity Emphasis Area (EEA)

Outlook

- Bike/ped plan development has been coordinated with Visualize 2045 update development
- Plan presented to committees including Access for All, Community Advisory Committee, Transportation Safety Subcommittee, and Bicycle & Pedestrian Subcommittee, TPB Technical Committee, and TPB

