

Item 9: Briefing on the Update to the Bicycle and Pedestrian Plan for the National Capital Region

Michael Farrell
TPB Staff

Presentation to the
Bicycle and Pedestrian Subcommittee
September 21st, 2010
Item #5

Overview

- Last Bicycle and Pedestrian Plan was adopted by the TPB in July 2006
- An updated Bicycle and Pedestrian Plan will go to the TPB for approval October 20, 2010



The 2010 Bicycle and Pedestrian Plan

- Identifies major bicycle and pedestrian projects the region wishes to carry out by 2040
 - Contains both funded and unfunded projects
- Incorporates goals and performance indicators for walking and bicycling from:
 - 1999 TPB *Vision*
 - 2010 COG *Region Forward 2050* plan
- Identifies “best practices” likely to be effective in achieving those goals
- Discusses trends in policy, mode share, safety

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

Plan Development

- Oversight
 - Bicycle and Pedestrian Subcommittee of the TPB Technical Committee
- Project listings
 - Submitted by state and local jurisdictional staffs
 - On-line database
- Criteria for including projects:
 - Of a size and scope to be regionally significant
 - Regional connectivity
 - Access to transit, pedestrian safety
 - Inclusion in jurisdictional/agency plans

Plan Projects

(Chapter 7 and Appendix A)

- 409 total projects
 - 336 planned projects
 - 73 projects completed since 2006
 - View projects at : <http://www.mwcog.org/bikepedplan/>
- Chapter 7: The 2040 Network shows:
 - Planned facilities
 - 450 miles of bicycle lanes, 630 miles shared-used paths, and signed bicycle routes
 - 20 major pedestrian/bicycle intersection improvement projects
 - 10 bridges or tunnels
 - 21 major streetscaping projects
 - Ongoing sidewalk retrofit and pedestrian safety programs
 - Estimated cost: \$1 billion
 - Does not include privately provided facilities.



Figure 7-1
Major* Bicycle and
Pedestrian Projects

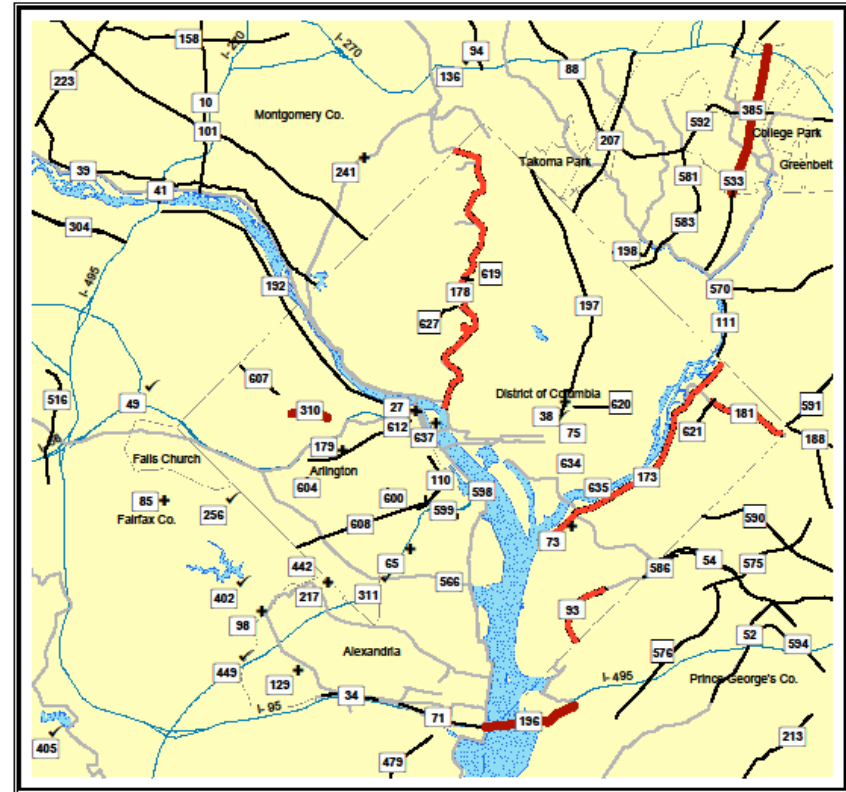
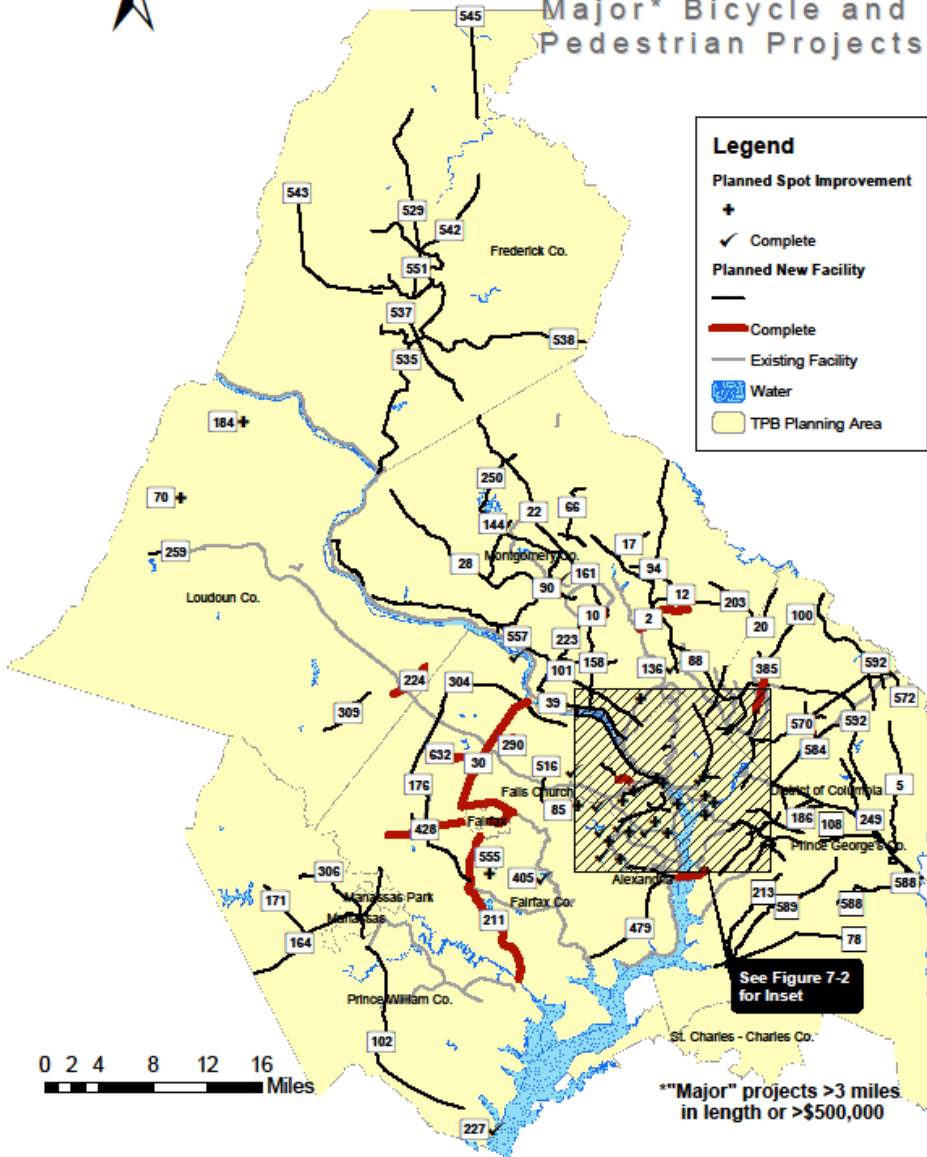


Figure 7-2: Major* Bicycle
and Pedestrian Projects in
the Central Washington Region



Planned Facility Mileage

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

Facility Type	Total in 2005	Completed 2008- May 2010	Planned New Facilities/Upgrades	Total in 2040
Bicycle Lane	58	35	450	541
Shared-Use Path	490	53	630	1173
Total	548	88	1125	1714

Cost Estimates

- Projects mostly not yet designed, no cost estimate
- Bike/Ped Projects often part of a larger project
 - Bike/Ped cost not available, even after the fact
 - Example: Woodrow Wilson Bridge
- “Imputed Cost” per facility/mile
 - All cost estimates are 2010 dollars

Facility Type	Imputed Cost Range per Mile or per Project	Miles or Number of Projects with No Assigned Cost	Imputed Cost
Multi-Use Path	\$500 - \$2,000	630 miles	\$315,000 - \$1,260,000
Bicycle Lane	\$10 \$30	450 miles	\$4,500 - \$13,500
Pedestrian/Bicycle Bridge/Tunnel	\$4,000 - \$8,000	10 projects	\$40,000 - \$80,000
Pedestrian Intersection Improvement	\$300 - \$800	20 projects	\$6,000 - \$12,000
Streetscape	\$2,000 - \$4,000	21 project	\$42,000 - \$84,000
Total			\$407,500 - \$1,429,500

Progress Since 2006

- 73 projects completed, including:
 - 13 miles of shared-use path and nine miles of bike lane added per year
 - Sixteen major pedestrian intersection improvement projects
 - Nine streetscaping projects
 - Five pedestrian bridges or tunnels
- Notable projects finished since 2006 include:
 - Pedestrian bridge over Route 50 at 7 Corners
 - Woodrow Wilson Bridge
 - College Park Trolley Trail
 - DC Bike Station at Union Station

Some projects built since 2006



Regional Planning Context: Goals & Indicators (Ch. 1, 5)

- TPB *Vision* (1999) calls for
 - Mixed-use, walkable regional activity centers
 - Reduced reliance on the automobile
 - Safe, convenient walking and biking
- COG *Region Forward 2050* plan builds on the *Vision*, adds performance indicators
 - More rapid implementation of projects in the bicycle and pedestrian plan
 - Increase walk and bike mode share
 - Reduce pedestrian and bicyclist deaths & injuries
 - Regular progress reports
- This Plan incorporates relevant *Region Forward* Goals and Indicators (Chapter 5)

Federal and State Policies

(Chapter 1)

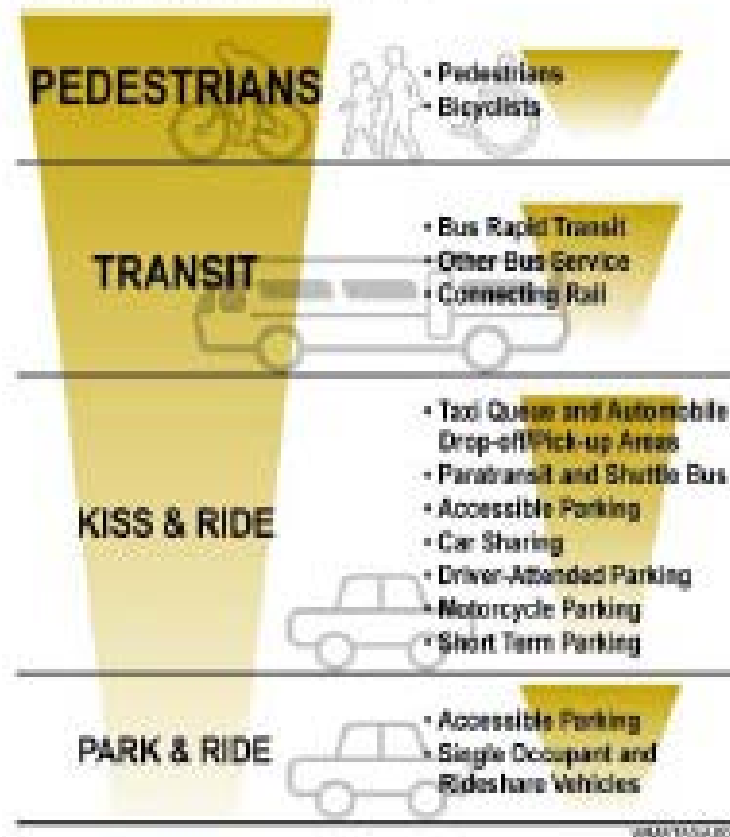
- Federal
 - FHWA Guidance 2010
 - “Go beyond the minimum requirements”
 - ADA, Safe Routes to School
- States – “Complete Streets”
 - VDOT: “Policy for Bicycle and Pedestrian Accommodation” (2004)
 - Secondary Street Acceptance Requirements 2009
 - DDOT: “Action Agenda” (2010)
 - Create a “walk-centric, bike-centric” city

WMATA Policies

(Chapter 1)

- Old policy:
 - First priority to auto access, park & ride
 - Bus access second
- New policy:
 - Pedestrian access first
 - “Joint development”
- Bike/Ped Access Study (September 2010)

FIGURE 1-1: ACCESS HIERARCHY

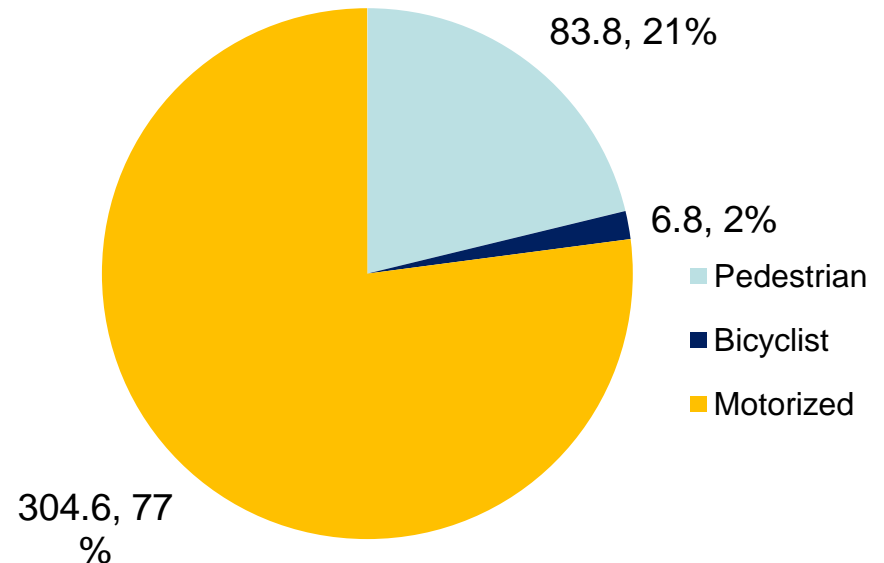


Pedestrian and Bicycle Safety

(Chapter 3)

- Nearly $\frac{1}{4}$ of all traffic deaths
 - Low income, immigrant, inner suburbs especially affected
 - Total traffic deaths are falling, but pedestrian deaths are not
- Street Smart Safety Campaign
- Trail Safety

Chart 3-1: Annual Pedestrian, Bicyclist, and Motorized Fatalities, 2004-2008



Walking and Bicycling Trends

(Chapter 2)

- Growth in Walking and Bicycling, 1994 – 2007/8
 - Walk trips grew from 7.7% to 8.5% of all trips
 - Bicycling stayed at 0.5%.
 - Grew in the urban core
 - Declined in the outer suburbs
 - DC bike counts show peak hour volumes doubled between 2004 and 2009
- Potential for growth in walking and bicycling
 - 25% of auto trips were 1.5 miles or less
 - 25% of auto passenger trips were 1.2 miles or less
- Walking is the usual mode of accessing transit
 - 62% Metrorail, 80% bus (all day)
 - 33% Metrorail am peak

Follow-On Actions

- Annual Database Updates
 - Measure progress
 - Tool for generating lists of “ready to go” projects
- Annual Progress Reports to TPB
 - 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