

BICYCLE AND PEDESTRIAN PLAN UPDATE

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Transportation Safety Subcommittee
Item #5
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National Capital Region
Transportation Planning Board

Bicycle and Pedestrian Plan for the National Capital Region

- Adopted in 2015
- Update was slated for 2019
 - Delayed in favor of expanding the National Capital Trail
 - New deadline: Fall 2021
- Purpose:
 - Big picture pedestrian and bicycle trends, policies and projects in the region
 - 25 year time frame
 - Measure progress by tracking completion of bike/ped projects since the last update
- Static, Paper and PDF-oriented

Bicycle and Pedestrian Plan for the National Capital Region



January 2015

National Capital Region Transportation Planning Board



Bike/Ped Project Database

- Database of major Bicycle and Pedestrian Projects is the core of the plan
 - Last updated in 2014
 - Originally designed (2006) as a list of projects with no associated GIS layers
 - Over 1,000 projects
 - Badly out of date
- Goal: A visual, on-line, map-based plan
 - Any project that can be mapped, will be mapped



A Fresh Approach in 2020

- Scrap the 2014 database
- Create a new database drawn from agency bike/ped plans developed since 2014, and the National Capital Trail Projects
- Combine the Bike/Ped Database with the TIP database through consultant-supported Project Infotrak
- Discontinuity



Project Database Status

- Bulk Data Import – Complete
 - Initial GIS analysis done on data
 - All analysis will be done on what Charlene & Jessica have already received
 - A snapshot in time
- Bulk Data transferred into the PIT – In process
- All further edits must go through the Project Infotrak Portal
- On-Line Portal
 - <https://projectinfotrak.mwcog.org/secure/>
 - Use to edit/enter projects
 - Must register to access database
 - Must be approved by administrator



Plan Highlights:

Chapter One: Planning Context

- Regional
 - TPB Plans
 - Complete Streets Policy
 - Capital Trails Network
 - National Capital Trail Network
 - TIP
 - Encouragement & Funding Programs
 - TLC, TAP, TAFA, Safety, Commuter Conn.
- Federal Guidance
- State Plans
- Local Plans
- WMATA



Chapter 2: Bicycling and Walking in the Washington Region

- Mode Share & Travel Patterns. Draws on:
 - TPB's Regional Travel Survey,
 - US Census American Community Survey,
 - National Household Travel Survey,
 - Commuter Connections State of the Commute survey,
 - WMATA's Passenger Rail Survey,
 - Counting programs.
 - Compares the Washington region with national trends, as well as trends in other major metropolitan areas.



Walk Commute Major Metro Areas

	Pedestrian Commuting in the Ten Largest Metropolitan Areas	% Walk to Work 2006-2008	% Walk to Work 2000 Census	% Walk to Work 2008-2012	% Walk to Work 2015-2019
1	New York	6.2%	5.55%	6.2%	5.9%
2	Boston	4.8%	4.12%	5.3%	5.4%
3	San Francisco	4.2%	3.25%	4.3%	4.7%
4	Philadelphia	3.7%	3.88%	3.7%	3.6%
5	Washington	3.0%	3.10%	3.2%	3.3%
6	Chicago	2.9%	3.13%	3.1%	3%
7	Houston	1.5%	1.62%	1.4%	3%
8	Los Angeles	2.6%	2.56%	2.7%	2.5%
9	Detroit	1.5%	1.83%	1.4%	1.4%
10	Dallas-Fort Worth	1.3%	1.48%	1.2%	1.2%
	United States	2.8%	2.93%	2.8%	2.7%

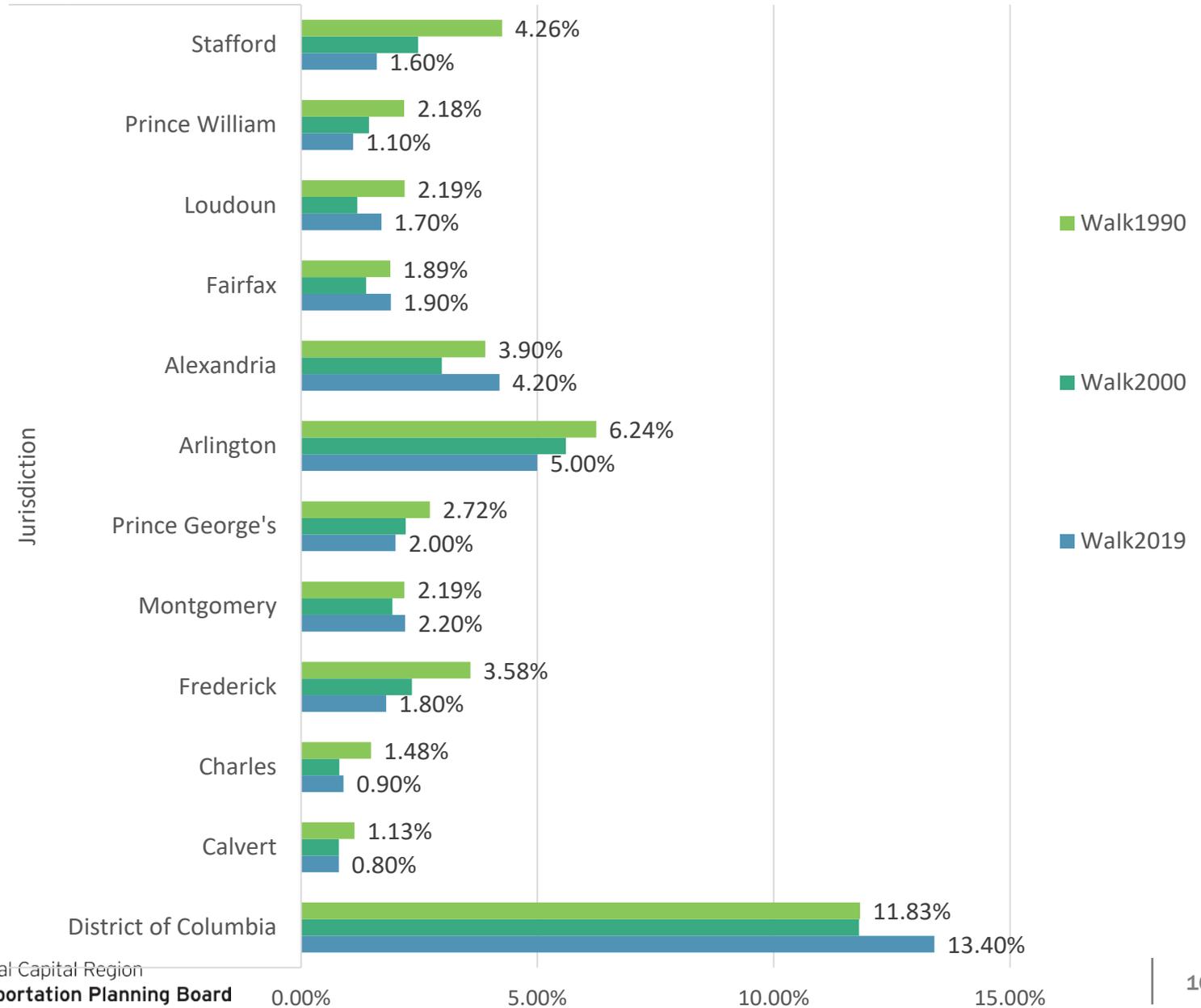


Bike Commute Major Metro Areas

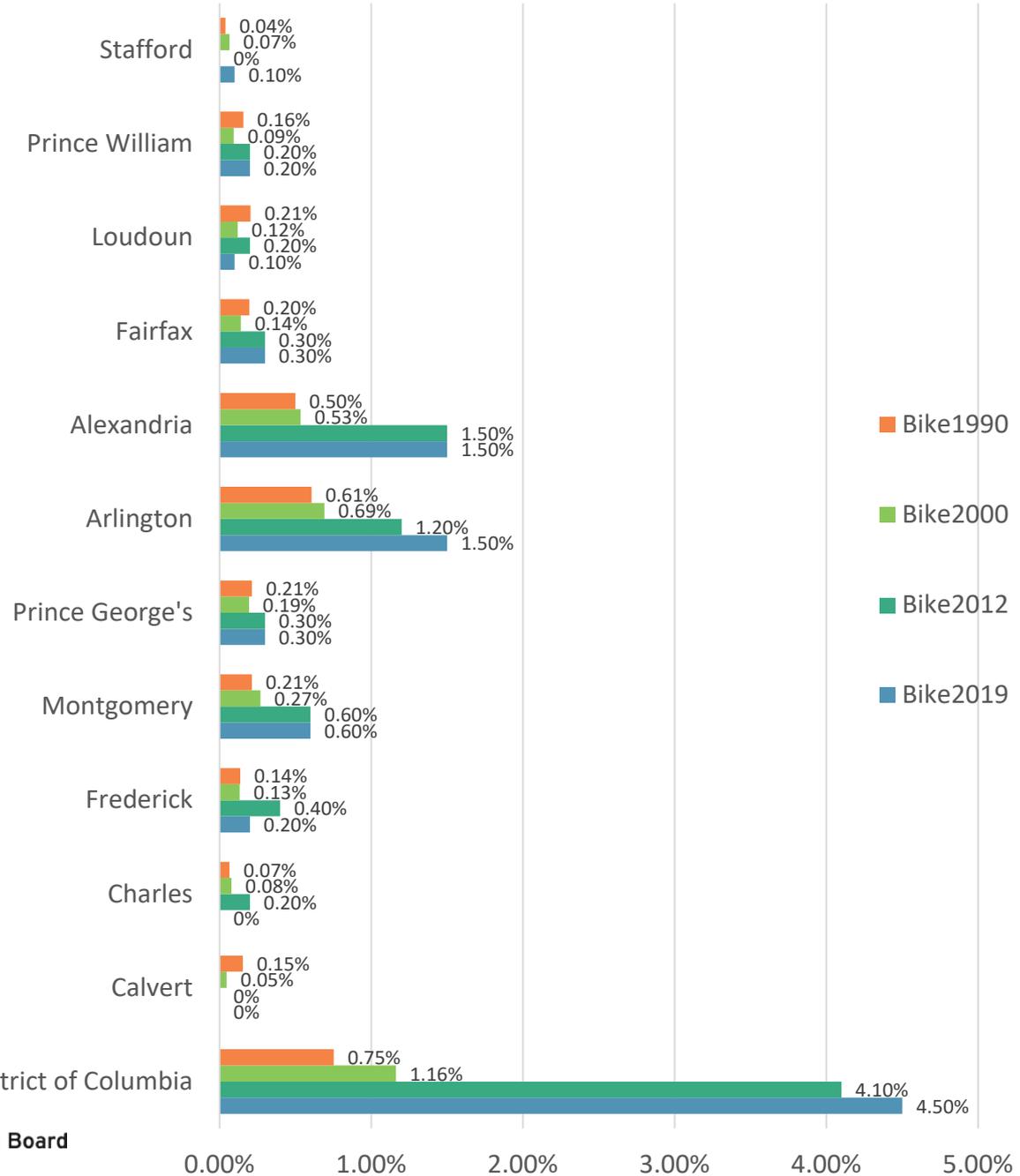
	Bicycle Commuting in the Ten Largest Metropolitan Areas	% Bike to Work 2006-2008	% Bike to Work 2000	% Bike to Work 2008-2012	% Bike to Work 2015-2019
1	San Francisco	1.4%	1.12%	1.7%	1.9%
2	Boston	0.7%	0.38%	0.9%	1.1%
3	Washington	0.5%	0.30%	0.6%	0.9%
4	Los Angeles	0.7%	0.63%	0.9%	0.7%
5	Chicago	0.5%	0.31%	0.6%	0.7%
6	New York	0.4%	0.30%	0.5%	0.7%
7	Houston	0.3%	0.30%	0.3%	0.7%
8	Philadelphia	0.5%	0.33%	0.6%	0.6%
9	Detroit	0.2%	0.18%	0.2%	0.2%
10	Dallas-Fort Worth	0.2%	0.14%	0.2%	0.1%
	United States	0.5%	0.38%	0.6%	0.5%



Walk to Work by Jurisdiction

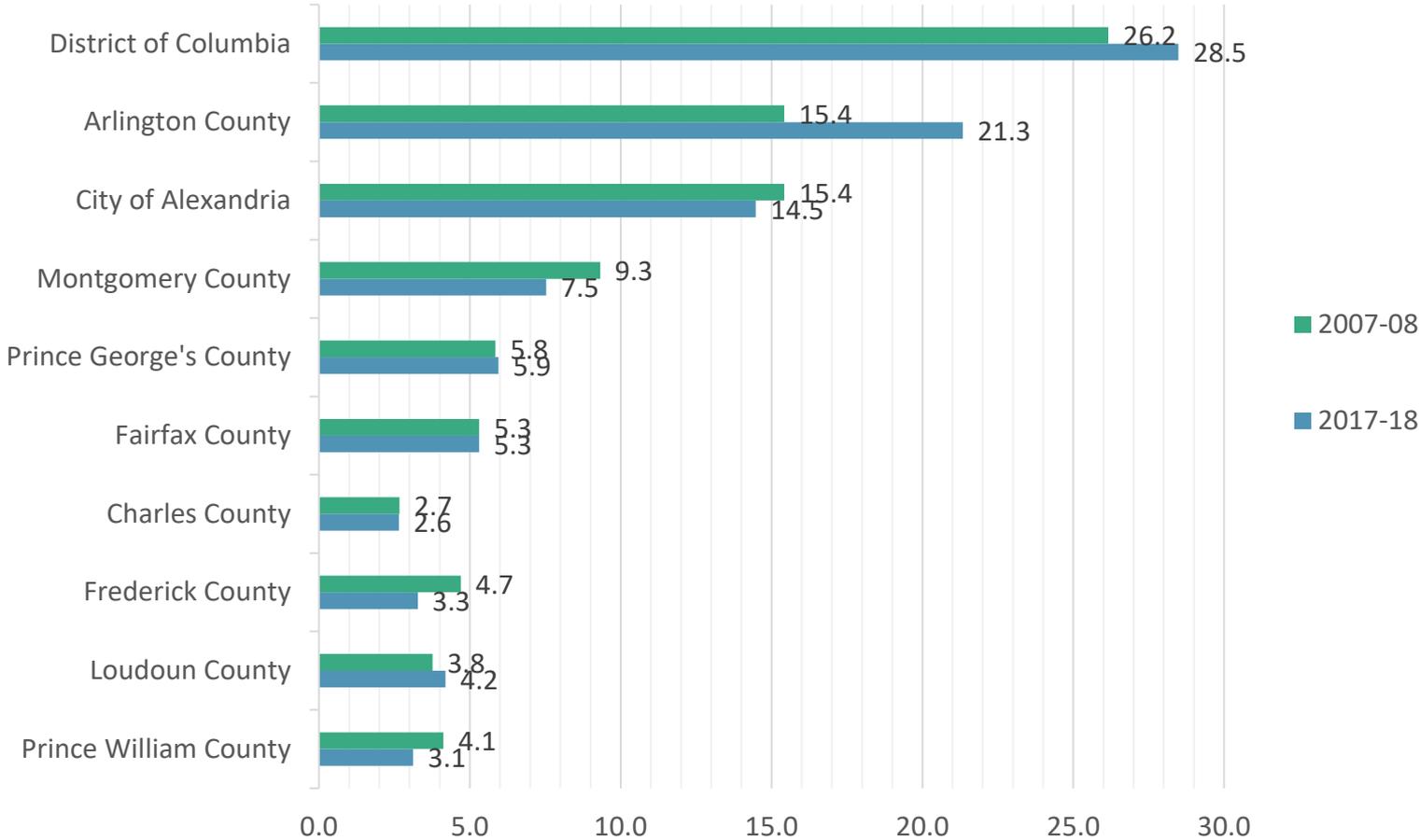


Bike to Work

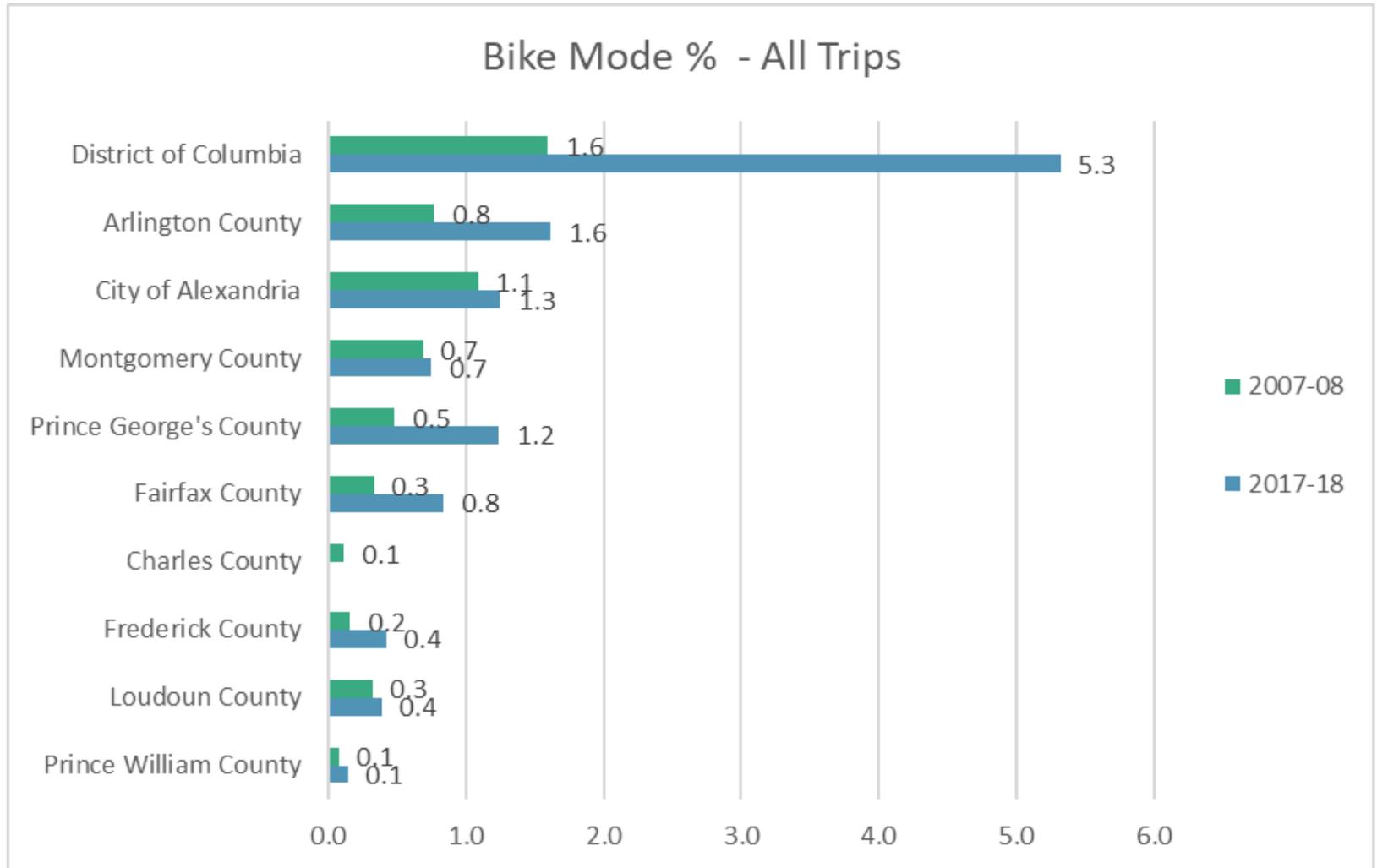


Walk Mode - % of All Trips (RTS)

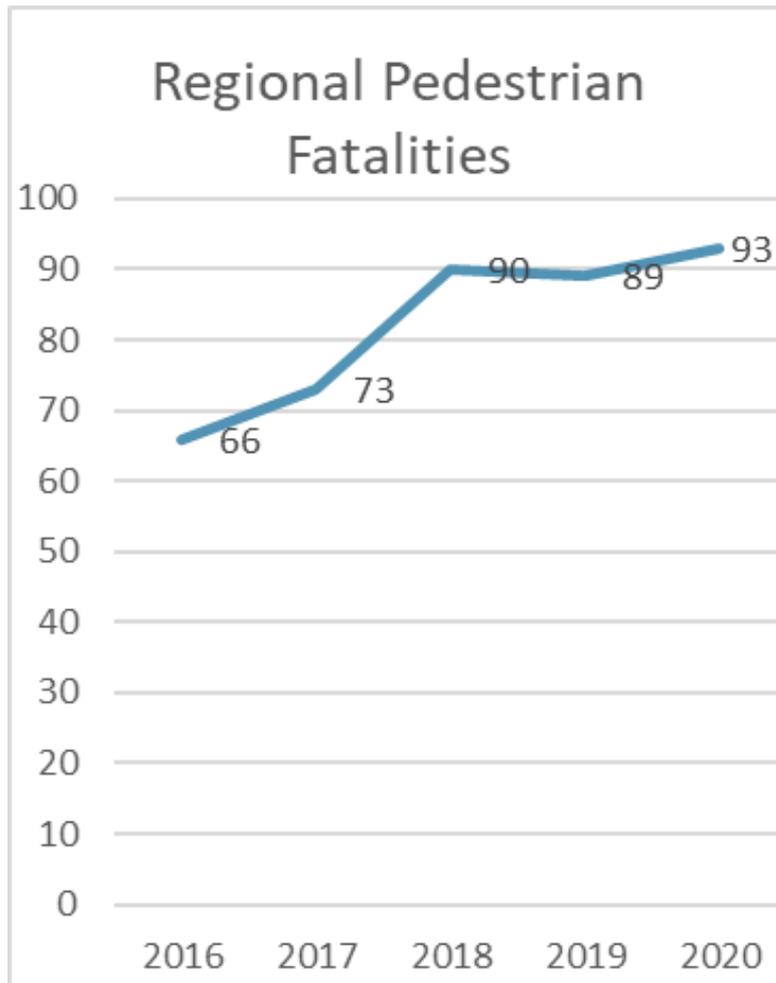
Walk Mode % - All Trips



Bike Mode - % of All Trips (RTS)



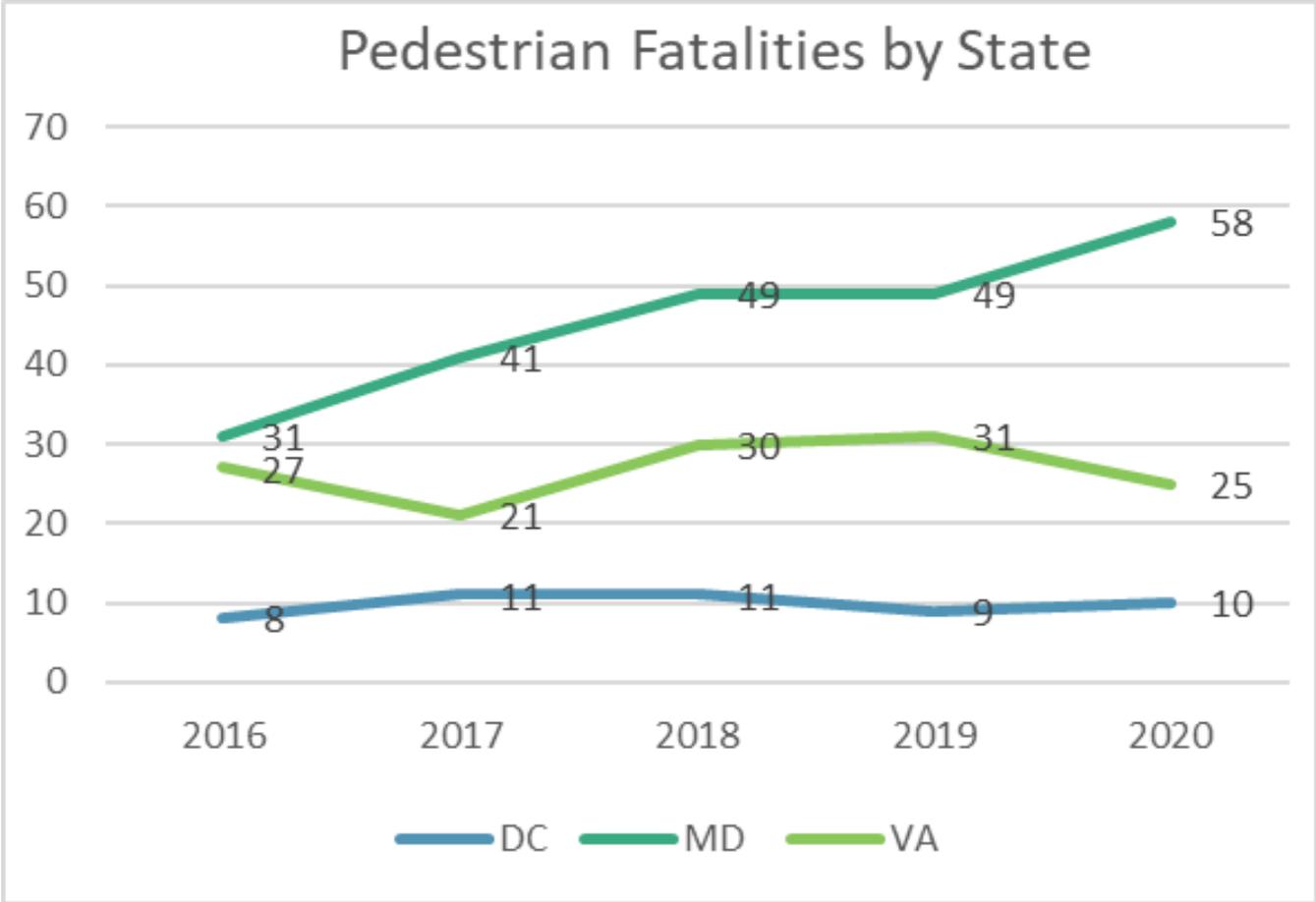
Chapter 3: Pedestrian & Bicycle Safety



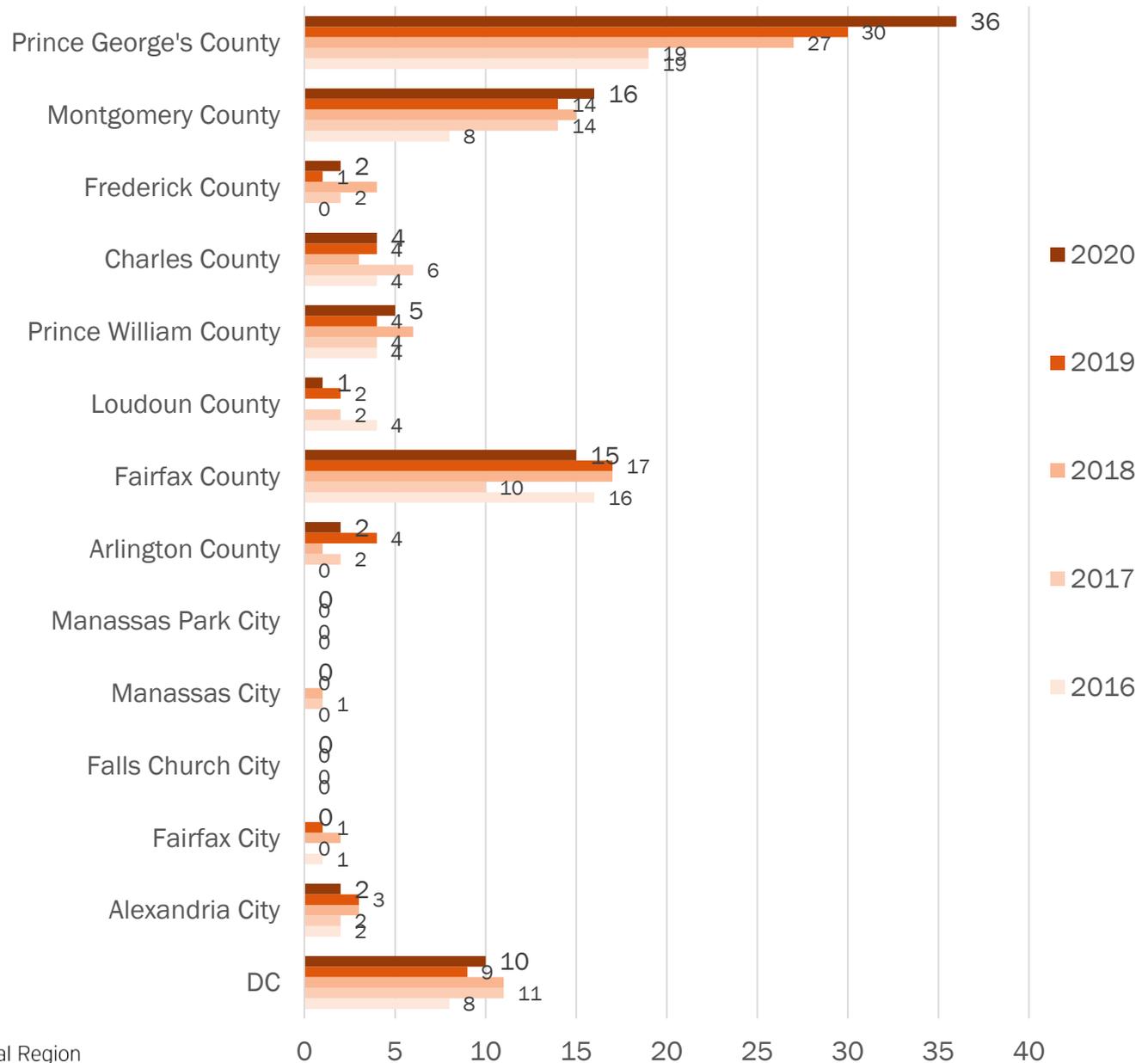
- National Trends
- Regional Trends
- By State & Jurisdiction
- “Deep Dive” into contributing factors of Pedestrian Crashes
- “Street Smart”



Pedestrian Fatalities by State



Pedestrian Fatalities by Jurisdiction, 2016-2020



Chapter 4: Existing Conditions for Walking and Bicycling

- Facility Types
- Pedestrian Access to Transit
- Bike Parking
- Capital Bikeshare
- Shared Micro-Mobility



Chapter 5: Goals and Indicators

Highlights bicycling and walking related goals, policies, targets, and indicators from COG TPB's various plans.

- Vision
- Region Forward
- Regional Transportation Priorities Plan
- Visualize
- National Capital Trail
- Regional Highway Safety Targets



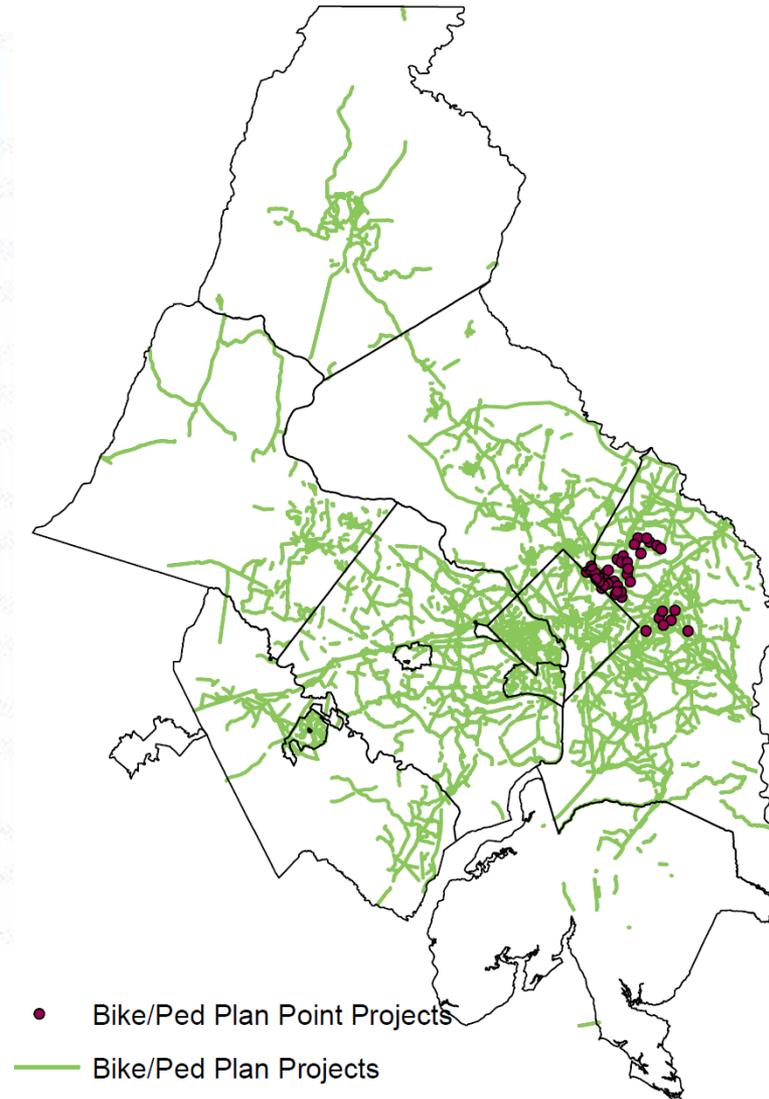
Chapter 6: Recommended Practices

- Detailed discussion of best practices for encouraging walking and bicycling at the local and the regional level.
- Old language, but has aged well
- Developed with Subcommittee input



Chapter 7: 2045 Network

Facility Type	Total Number of Miles
Bicycle Route Marking	14.14
Bike Boulevards	8.03
Bike Route Marking	78.66
Buffered Bicycle Lane	104.26
Contraflow Lanes	1.45
Other	91.82
Pedestrian Intersection Improvement	17.28
Pedestrian/Bicycle Bridge or Tunnel	6.13
Protected Bicycle Lane	189.15
Shared Use Path	1214.10
Sidewalk	90.81
Standard Bicycle Lane	613.46
Streetscape/Pedestrian Improvements	16.25
Traffic Calming	0.00075
Total	2445.54



Schedule and Next Steps

- Complete Chapter 7: 2045 Network
 - Project list, summary data, analysis
- Review Draft Plan: BP Subcommittee comments by August 30
- Present Final Draft to BP Subcommittee: September 21
- Present to TPB Technical Committee: October
- TPB for Information – November
- TPB Approval – December

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