

# BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

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## Draft 2022 Update

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# Overview

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- The TPB was briefed on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region at its March 16 meeting
- Reviewed by TPB Technical Committee at April 1 and May 6 meetings, and recommended for TPB approval
- Today we will:
  - Summarize staff activities/plan changes following up on the board's March 16 comments
  - Offer the revised draft plan for TPB approval



# March 16 Follow-up: Specific Topics (1)

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Some topics raised by the board were covered in the draft plan as detailed below.

- *All Ages and Abilities*

A key concept in the draft plan is a low-stress network comfortable for use by people of all ages and abilities

- *E-bikes*

A low-stress network implies a design speed no greater than 20 mph. Dual facilities for pedestrians and bicyclists are sometimes used where volumes are high. The Bicycle and Pedestrian Subcommittee continues to monitor this developing issue.

- *Access to Transit/Pedestrian-Oriented Development*

The draft plan describes best practices for pedestrian planning as well as improvements associated with the Transit Access Focus Areas (TAFA) plan.



# March 16 Follow-up: Specific Topics (2)

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- *Prioritization of Particular Projects*

TPB offers priority areas, such as the National Capital Trail Network, Transit Access Focus Areas, and Equity Emphasis Areas, but leaves the prioritization of specific projects to the jurisdictions.

- 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
- Added plan text on *Rails with Trails* following March 16 comments



# Technical Corrections

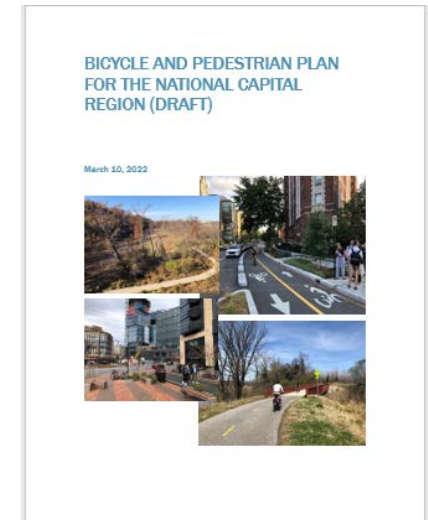
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- Mostly these involved changes/corrections related to individual project listings
  - Staff has made technical corrections to numerous project listings
  - The Appendix A project list table has been revised to reflect these corrections, as has the summary Table 8 in Chapter 6
  - Buffer analysis remained the same
- 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



# Plan Review and Approval

- **Action: Adopt Resolution R14-2022 to approve the 2022 Bicycle and Pedestrian Plan for the National Capital Region**
- Following approval, the live online interactive map will be made available
  - Map/database can be updated with new information
- The plan will be posted in documents section of COG/TPB website



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National Capital Region  
Transportation Planning Board

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





# Overview

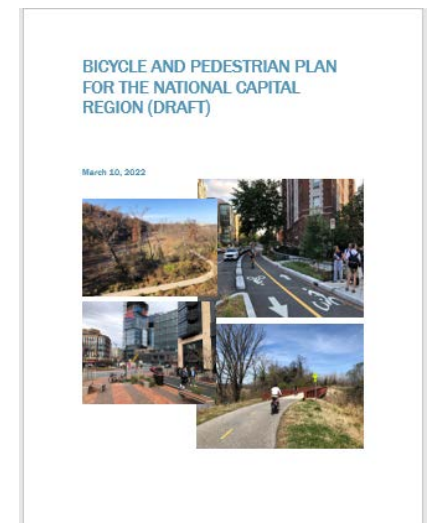
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- This briefing is on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region
  - This plan succeeds the existing plan approved by TPB in 2015
  - Follows development and TPB approval of the National Capital Trail Network in 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

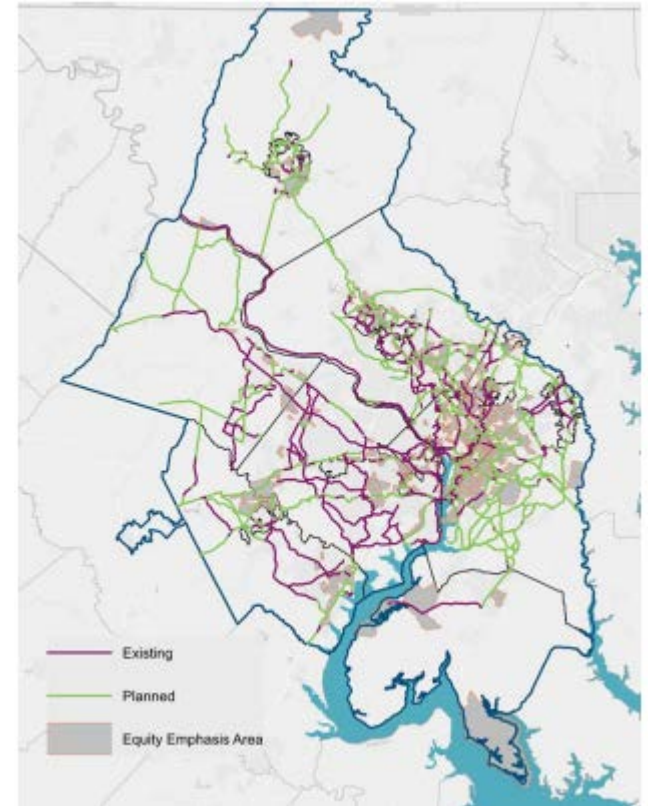
## New for 2022

- 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)

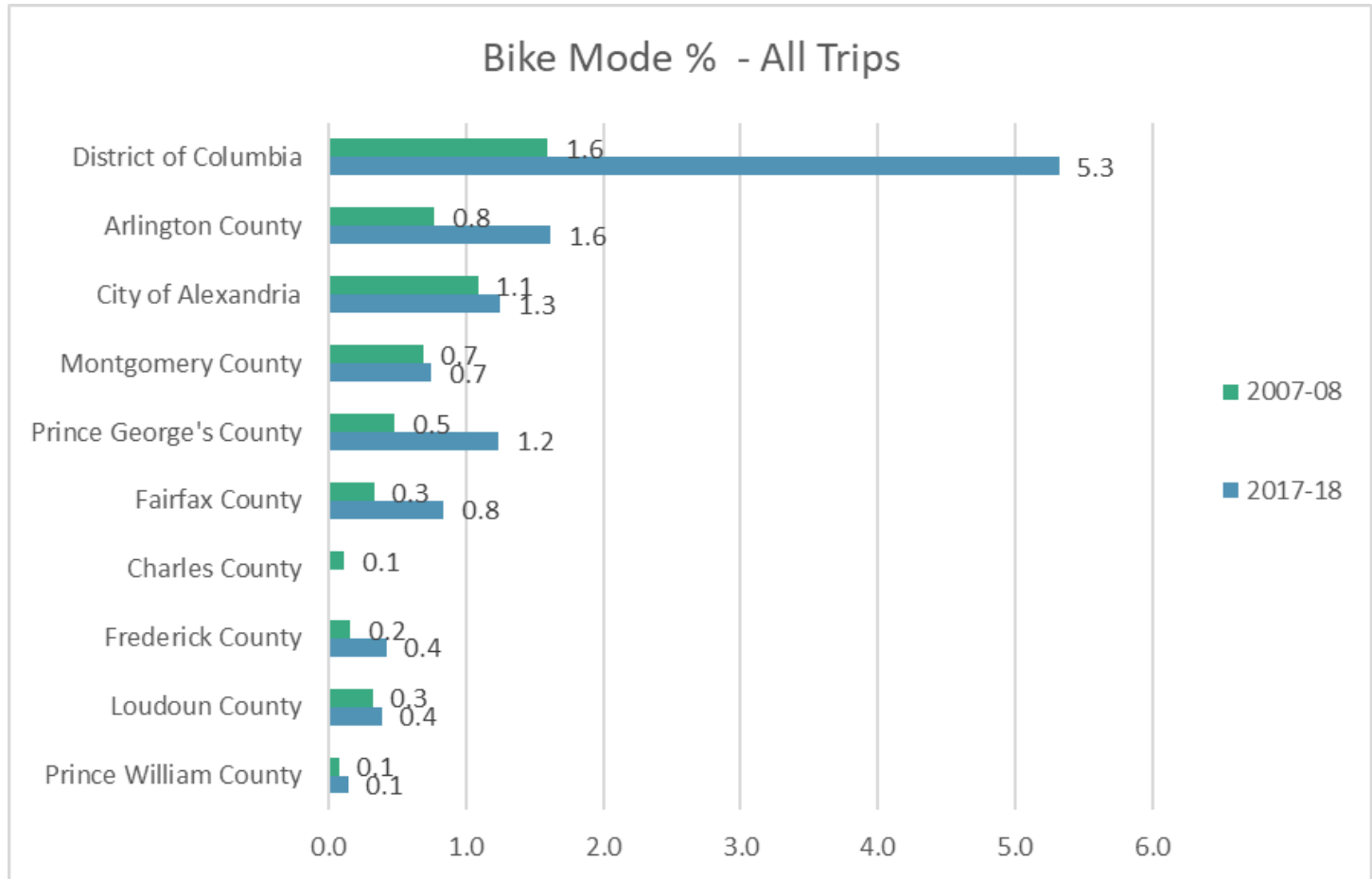
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- Mode share & travel patterns, drawing on:
  - TPB's Regional Travel Survey
    - Significant increase of bicycling in the region's core
  - US Census Bureau American Community Survey
  - National Household Travel Survey
  - Commuter Connections State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

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



# Example: Bike Mode - % of All Trips

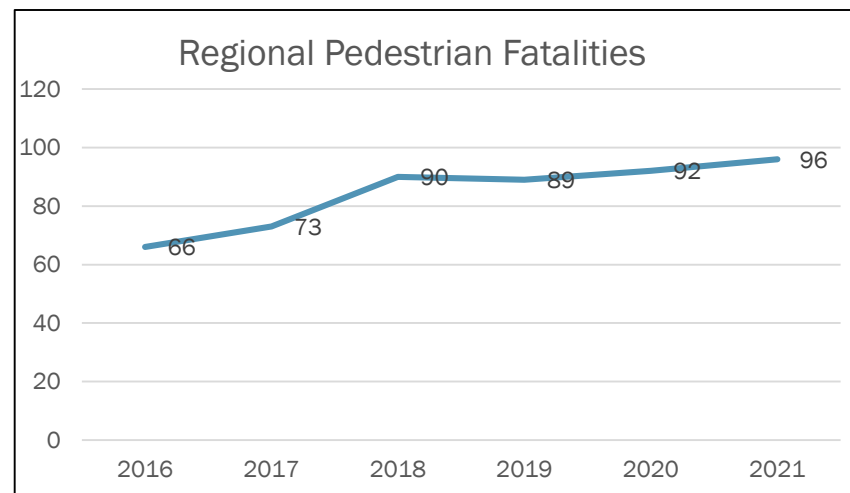


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



# Pedestrian & Bicyclist Safety (Chapter 3)

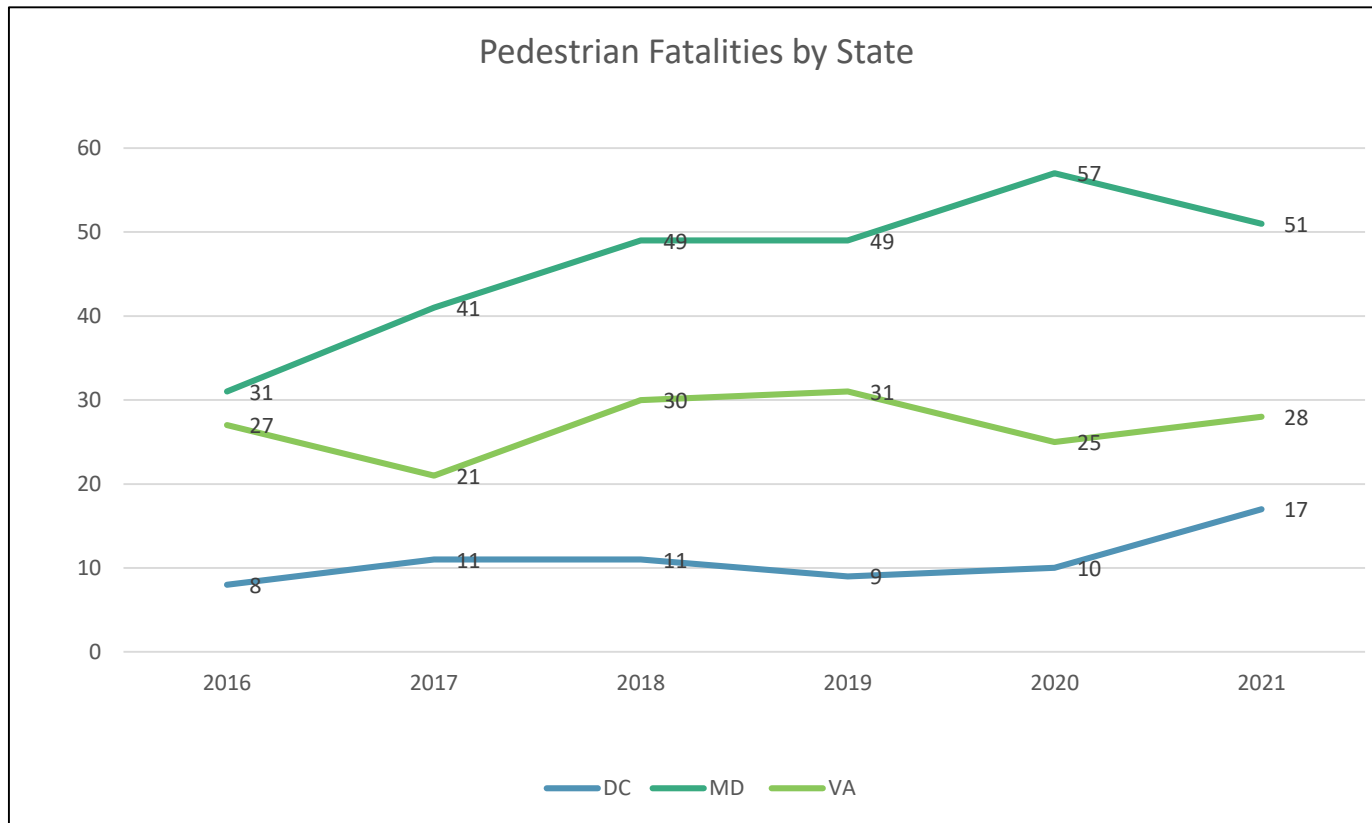
- Pedestrian & bicyclist fatality/serious injury crash trends
- Engineering, education and enforcement
- Pedestrian & bicyclist safety remains a serious concern and challenge – staff and committees are actively working on this through programs such as the Regional Roadway Safety Program and Street Smart



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)

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- 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)

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- 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.

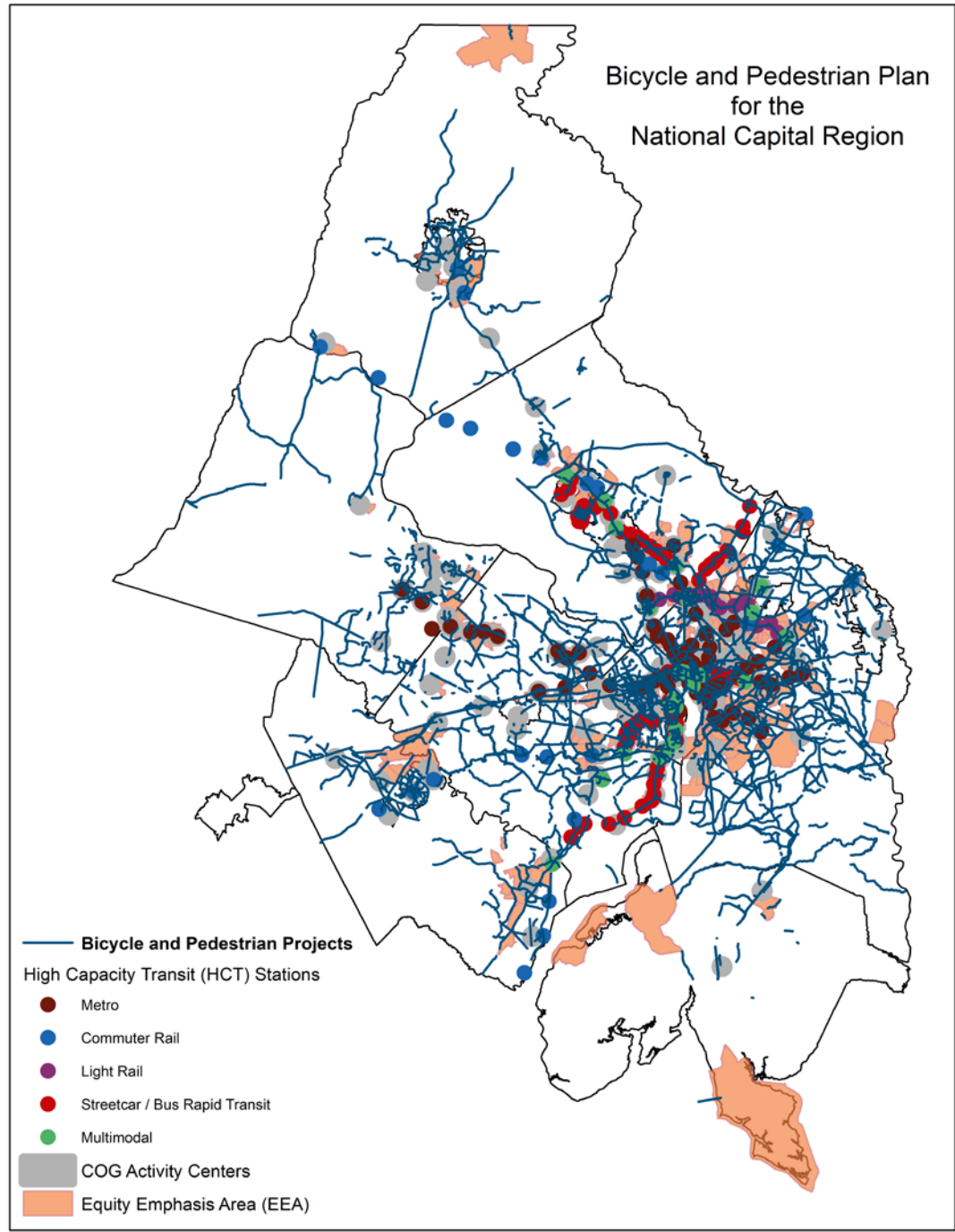
\*\*1,880 of the draft Bicycle and Pedestrian Plan’s overall 2,500 planned miles are considered to be on the “Low-Stress Network”. Source: COG/TPB.



# 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 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

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- Bike/ped plan development has been coordinated with Visualize 2045 update development
- Plan was created with input from committees including Access for All, Community Advisory Committee, Transportation Safety Subcommittee, and Bicycle & Pedestrian Subcommittee, TPB Technical Committee, and TPB
- The Bicycle and Pedestrian Projects in the Project Infotrak database, and the interactive map and data dashboard, will be updated annually.
- The Bicycle and Pedestrian Plan document is anticipated to be updated on a four year cycle.

