

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

2026 Update

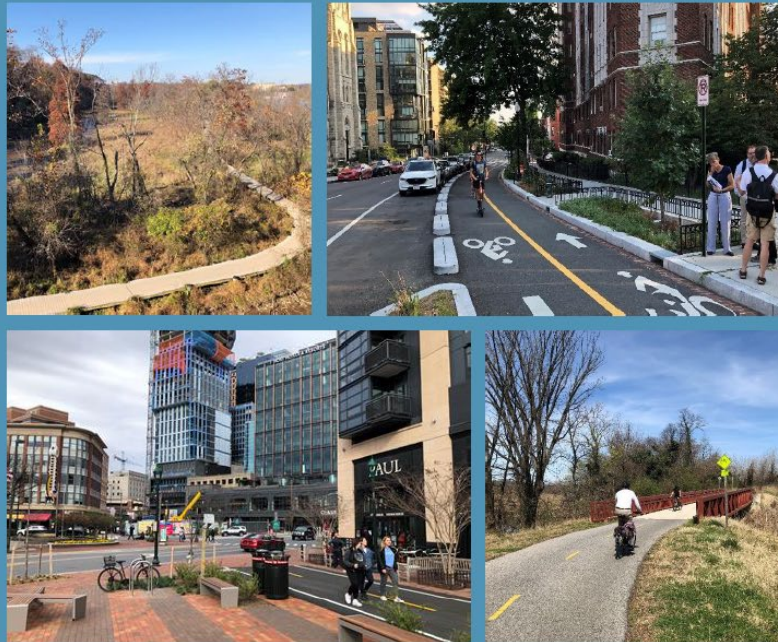
Michael Farrell
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Community Advisory Committee Meeting
May 4, 2026



BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

May 2022



National Capital Region
Transportation Planning Board



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Overview

- The TPB approved the current plan in May 2022
- Plan provided:
 - An overview of state of bicycling and walking in the Washington region
 - Planned bicycle and pedestrian facilities, both funded and unfunded
 - A project database and map
 - A buffer analysis that showed how the planned projects serve population, jobs, activity centers, equity emphasis areas, transit access focus areas, and other TPB priorities
- The Plan is updated every four years.
- We're working with Toole Design and our GIS staff to update the plan now.



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, income equality
- 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



Notable Themes

- *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. The buffer analysis is done on the low-stress network

- *National Capital Trail Network*

The TPB's priority network of long-distance, continuously connected, low-stress facilities for pedestrians and bicyclists

- *Micromobility: Scooters and 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 these developing issues. Workshop scheduled June 30.

- *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.



Relation to other Planning Activities

- *Prioritization of Particular Projects*

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

- *Consistent with member jurisdiction or agency plans, but not all-inclusive*

The plan draws on State and local long-range plans, but it does not include everything bicycle and pedestrian. Sidewalk projects are typically not included, and developer-built projects may not be included.

- *Ongoing planning processes and programs*

- Subcommittee discussions
- Workshops
- Technical Assistance and Grant Programs (Transportation Land Use Connections, Transportation Alternatives, Transit within Reach, RRSP)

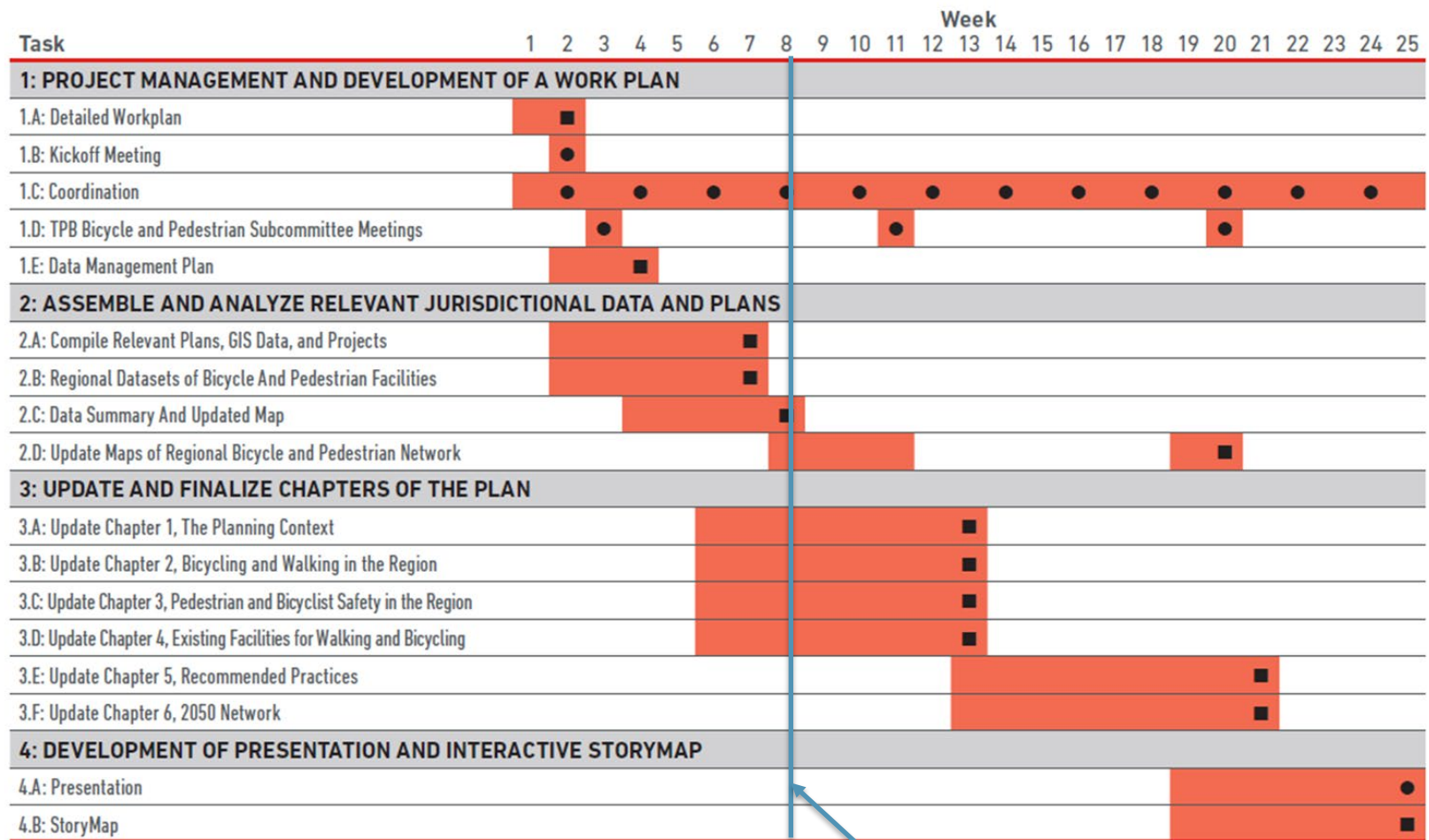


What will be in the 2026 Plan?

Continuing Content	New in 2026
<ul style="list-style-type: none">• Local, regional, state, & federal context for bike/ped planning• Related COG/TPB policies & activities• Pedestrian and bicycle safety• Existing facilities/types• Technical Assistance: TLC,TA RRSP	<ul style="list-style-type: none">• Evolving/emerging facility types• National Capital Trail Network• “Fresh start” 2050 Planned BP Network• Using jurisdiction shapefiles• An “Existing facilities” Layer• Enhanced 2050 bike/ped network interactive dashboard• NACTO/AASHTO 2026 Design Guides/Best Practices



2026 Plan Update Process/Schedule



- Meetings
- Deliverables

We are here



Major Tasks

Task 1: Assemble and Analyze Relevant Jurisdictional Data and Plans

- All the States, Counties, and Major Cities, as well as most of the small towns and have uploaded their data into the upload site, or sent PDF's to be digitized.
- Better State and Local Data is available in the current plan update than in previous updates, including existing facility data.
- Toole used a layered approach, defaulting to higher jurisdiction data when local data was not available, and/or using the most recent data.
- Due to the layered nature of the data (multiple agencies even with a County), there was a lot of duplicate data/facilities that needed to be reconciled.

Task 2: Update and Finalize Chapters of the Plan

- Drafts of Chapters 1 (Overview) and 3 (Safety) are being written by COG staff for review by Toole.
- The remaining Chapters will be written by Toole and reviewed by COG.

Task 3: Development of Presentation and Interactive StoryMap



Outlook

- Data Gathering, Reconciliation and Analysis has proved complicated and time consuming, even for a seasoned consultant like Toole.
- On the positive side, we will have far more complete and better quality project data now than in the past
- A “Fresh Start” means that all data is the most recent information from current agency plans.
- The data is only as new as what is in the adopted agency plans.
- The National Capital Trail Network will be revised based on the data gathering effort from this plan (segments completed since the 2022 plan, as well as jurisdiction requests to add or remove segments.
- The plan is scheduled to be updated every four years



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