

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

2026 Update

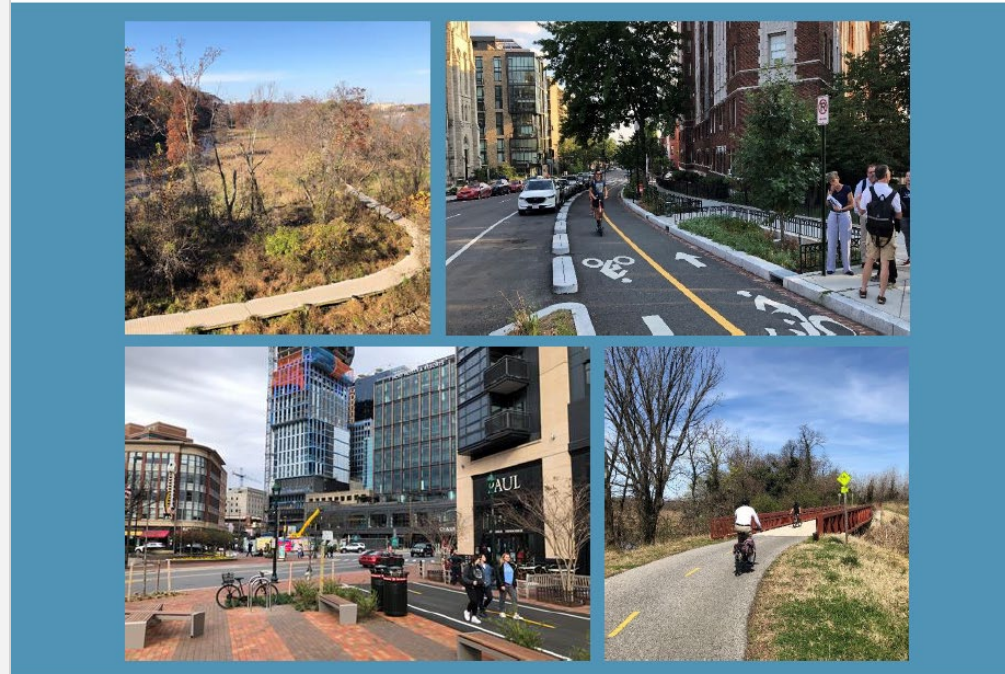
Michael Farrell
TPB Senior Transportation Planner

August 3, 2026



BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

May 2022



National Capital Region
Transportation Planning Board



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Transportation Planning Board

The 2022 Plan

- 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, compiled from Agency and Jurisdiction Plans
 - Best Practices in Design, Planning, and Maintenance
 - A buffer analysis that showed how the planned projects serve TPB priorities
 - More detail than Visualize
- The Plan is updated every four years.
- We're working with Toole Design on the 2026 Update
 - Toole brings extensive experience in data gathering, and wrote the new NACTO Bike Guide



Progress Since 2022

- Pedestrian and Bicyclist Deaths fell 50% from their peak in 2022
- Maryland and Virginia have adopted Statewide transportation trails plans
- Complete Streets, Green Streets, & Vision Zero Practices Widely Implemented
- New trails & Trail-Oriented Development
 - Frederick Douglass Bridge - DC
 - 66 Parallel Trail – Fairfax County
 - Rhode Island Avenue Trolley Trail – Prince Georges
 - Potomac Yards Trail (Alexandria)
 - Purple Line Trails (under construction)



Holland Lane, Alexandria Road Diet (Michael Farrell/COG)



Continuing Themes

- *All Ages and Abilities*

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

- *National Capital Trail Network*

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

<https://national-capital-trail-network-mwcog.hub.arcgis.com/>

- *E-Micromobility: Scooters and E-bikes*

- A low-stress network implies a design speed no greater than 20 mph.

- *Access to Transit*

- Pedestrian and Trail-Oriented Development



New in 2026

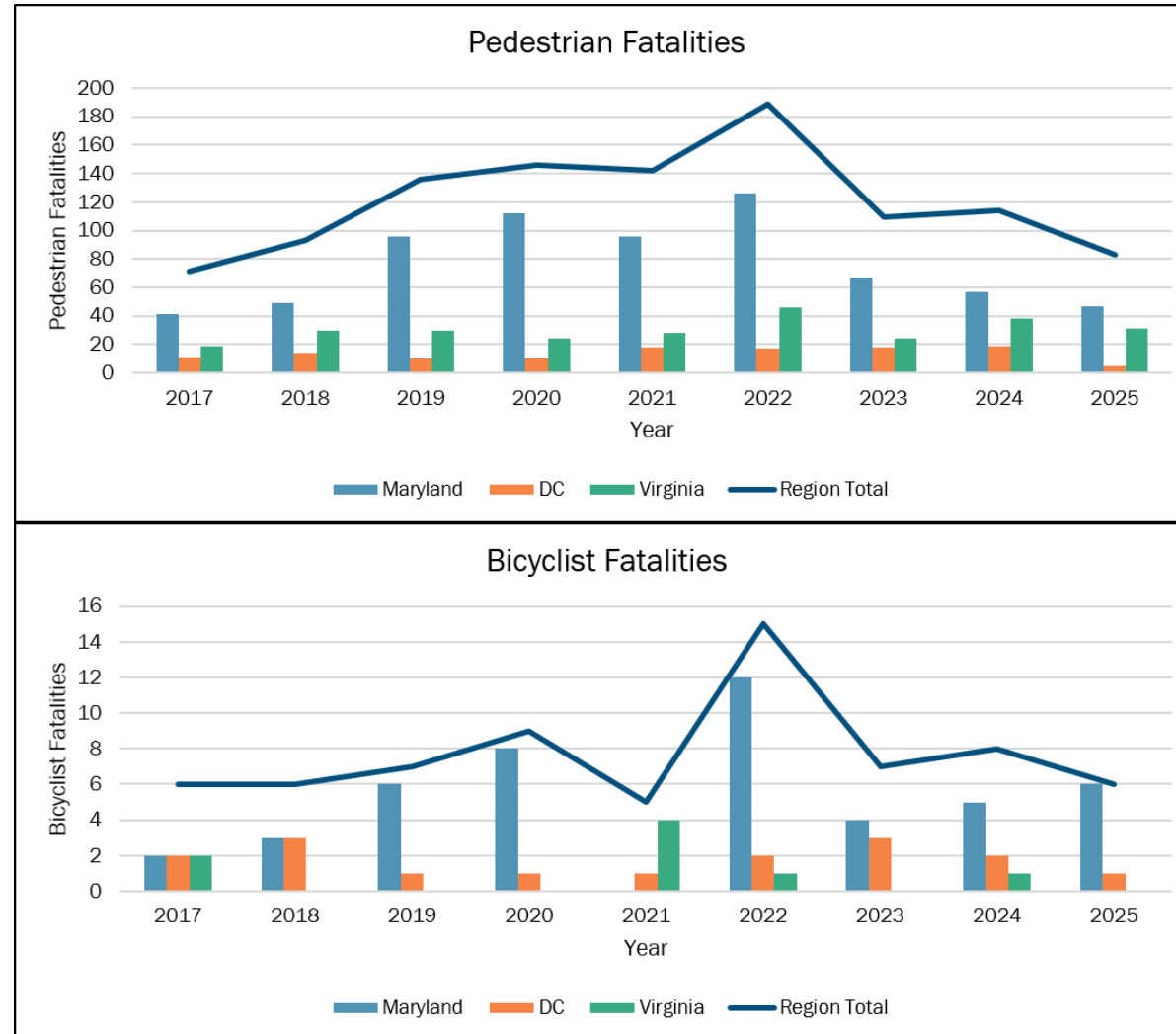
- “Fresh start” 2050 Planned BP Network
- An “Existing Facilities” Layer
- Updated National Capital Trail Network
- Enhanced 2050 bike/ped network interactive dashboard
- Ped/Bike Crash Trends 2017-2025
- New Best Practices reflecting the updated NACTO and AASHTO Bike Design Guides
- Micromobility: New Vehicle Types, Safety & Regulation



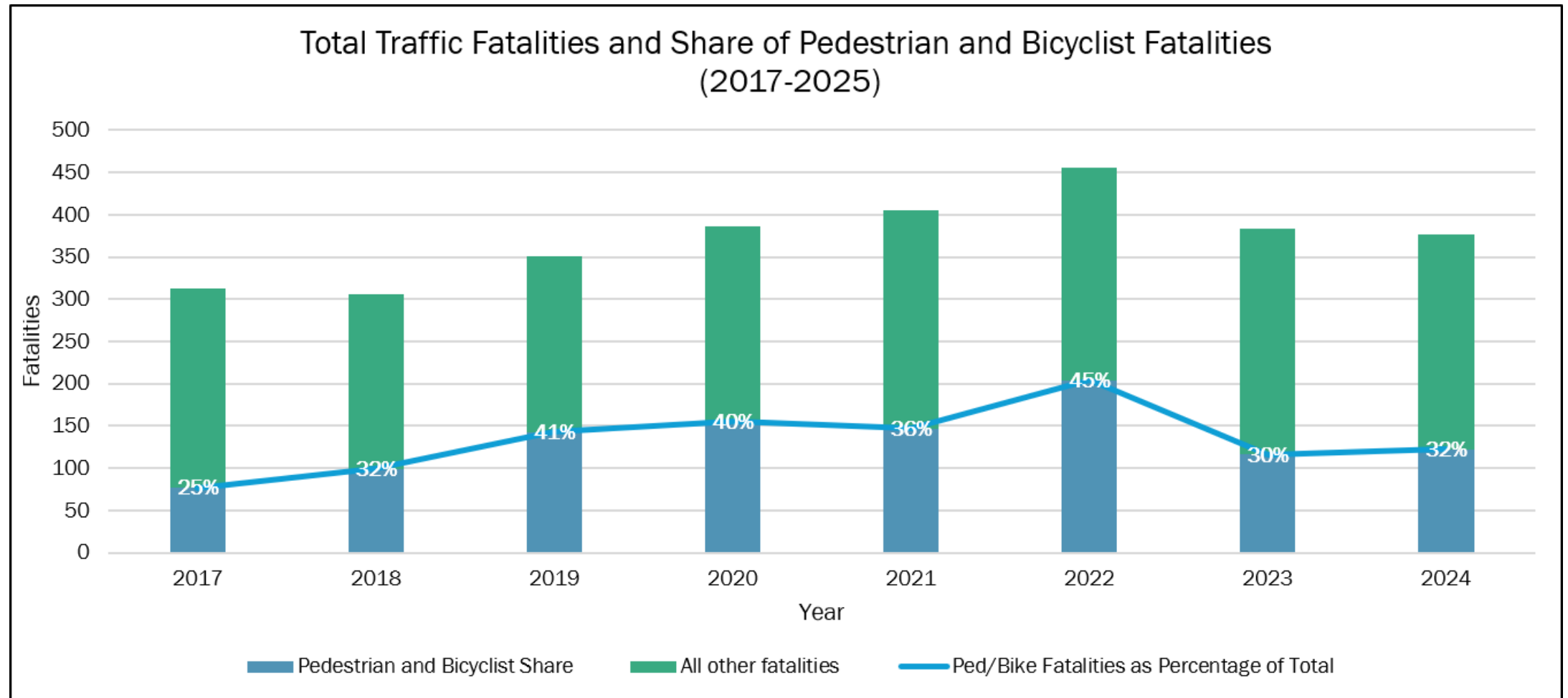
E-Motos (Michael Farrell/COG)



Pedestrian and Bicyclist Fatalities



Nonmotorized Share of Traffic Fatalities



Remaining Tasks for the 2026 Update



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
- The remaining Chapters will be written by Toole and reviewed by COG.

☐ **Task 3: Development of Presentation and Interactive StoryMap**



What input do we need from you?

- Jurisdictional planners have been very helpful in assembling an updated dataset and mapping for the region's trails and low-stress network.
- Deadlines for data submission have passed we continue to integrate new data or corrections when possible.
- Do you have questions or ideas about what you'd like to see in a regional bicycle and pedestrian plan?



Next Steps

- Complete the draft plan and by mid August
- Brief Tech Committee and TPB in September



Michael Farrell

Senior Transportation Planner

(202) 962-3760

mfarrell@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

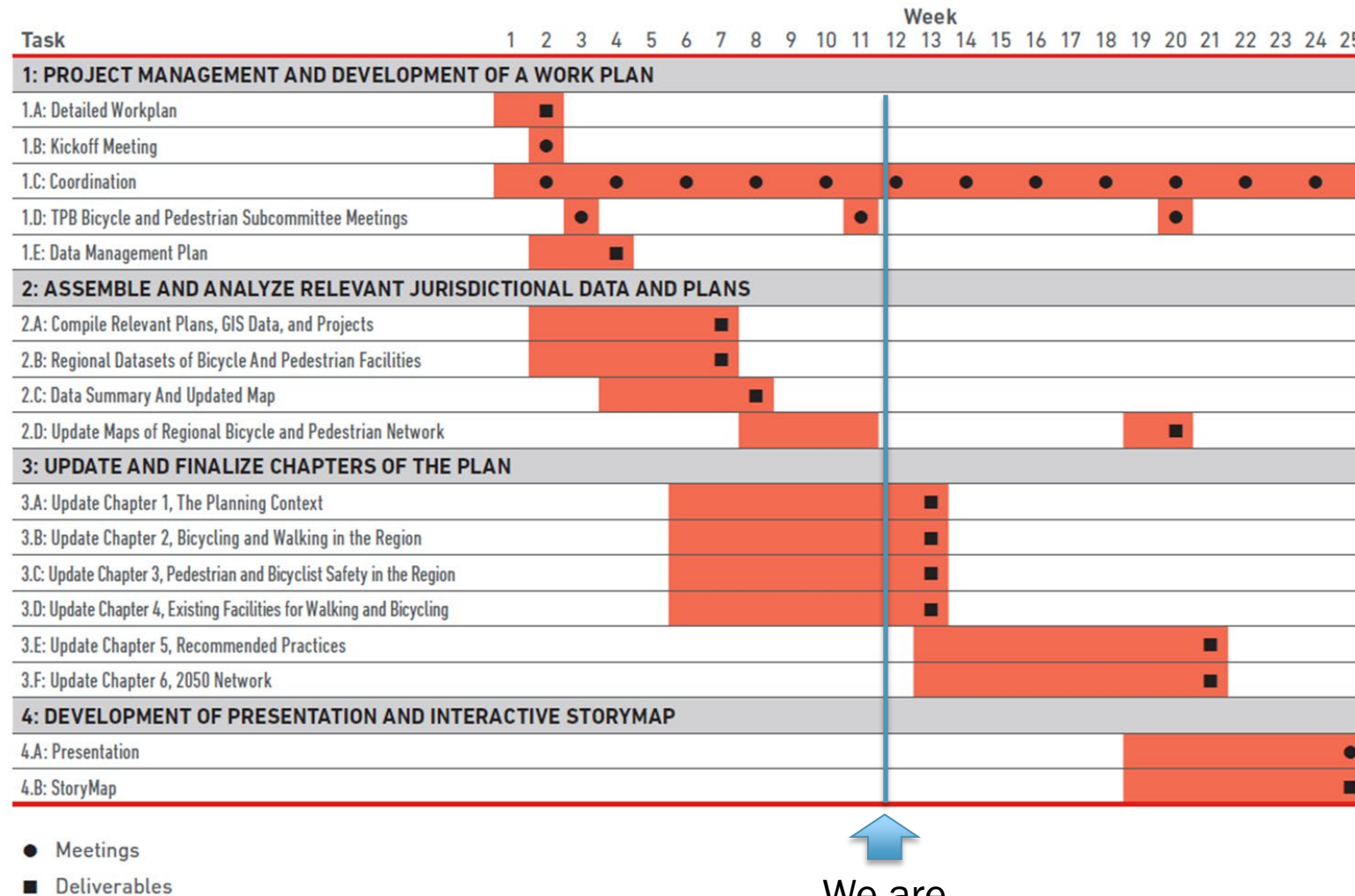
777 North Capitol Street NE, Suite 300

Washington, DC 20002



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Task and Schedule Chart



* Data gathering and clean up took longer than anticipated. Once the Network is defined the text can be completed fairly quickly.

We are here*

