



DEVELOPMENT REVIEW BULLETIN

Bulletin No: 2-2026

Subject: Bicycle Pedestrian Impact Study Process

Resource: Transportation Planning Section

Date: 2/20/2026

EFFECTIVE DATE: February 10, 2026

References:

Section 24-4506(c), Subdivision Regulations and the Transportation Review Guidelines

Purpose:

Bicycle Pedestrian Impact Study (BPIS) clarification and process to provide consistent impact studies for proposed developments requiring BPIS.

Policy:

Applicants must include, as part of the transportation scoping process, a list of proposed corridors within one-half mile of a proposed subdivision that connect to a nearby destination, such as schools, parks, shopping centers, employment centers, mixed-use centers, key transit stops, or existing multi-use trails, with maps showing the connections. The Commission will review the list of proposed corridors and add any additional corridors it concludes meet the connection requirements.

Once approved as part of scoping, the applicant will perform a pedestrian and bicycle gap analysis along these approved corridors and develop a list of proposed pedestrian and bikeway facilities to serve those identified gaps. In accordance with Section 24-4506(c)(1)(E), the applicant will first consider installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections. If no such facilities are feasible, the applicant will proceed to consider installing protected bicycle facilities, using on-street parking or



medians to separate bicycle traffic from motor vehicle traffic and, if not feasible, continue thereafter to consider the list of improvements in the order of preference identified in Section 24-4506(c)(1)(E)(i)-(x) until a list of feasible improvements is identified.

The applicant will then prepare an estimated cost of each of these facilities using the latest version of the Department of Permitting, Inspections, and Enforcement (DPIE)'s Site Road Construction Price List from 8/15/2024 or the State Highway Administration's Price Index January 2025 report. The applicant may add facility-related costs based on a site visit to cover extra costs, such as relocating signs or other posts. No contingency costs, however, will be allowed.

The Commission will then evaluate the list of proposed facilities to determine whether they satisfy a demonstrated nexus and to assess the cost of each facility to ensure rough proportionality. The applicant will calculate the cost cap, and the Commission will confirm the cost cap following Section 24-4506(c)(1)(B)(i) to determine if the cost of the proposed facilities exceeds the cap. If not, the applicant will be required to design, construct, and install the proposed facilities. If the cost cap is exceeded, the applicant will be required to design, construct, and install each facility in the order of preference identified above until the cost cap is exceeded. The applicant may proffer additional bicycle and pedestrian facilities beyond the cap. The applicant will ensure that a sufficient number of facilities are proposed so that in the event the applicant is prohibited in the future from constructing and installing a facility, the next facility in the order of preference will be designed, installed, and constructed.

If you have any questions, please contact Mark Berger, Supervisor of the Transportation Section, at 301-952-4602.