



TPB ENDORSED INITIATIVES: BIKE/PED SUBCOMMITTEE RECOMMENDATIONS

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VDOT – NOVA District

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DTP

TPB Technical Committee
October 5, 2018



National Capital Region
Transportation Planning Board

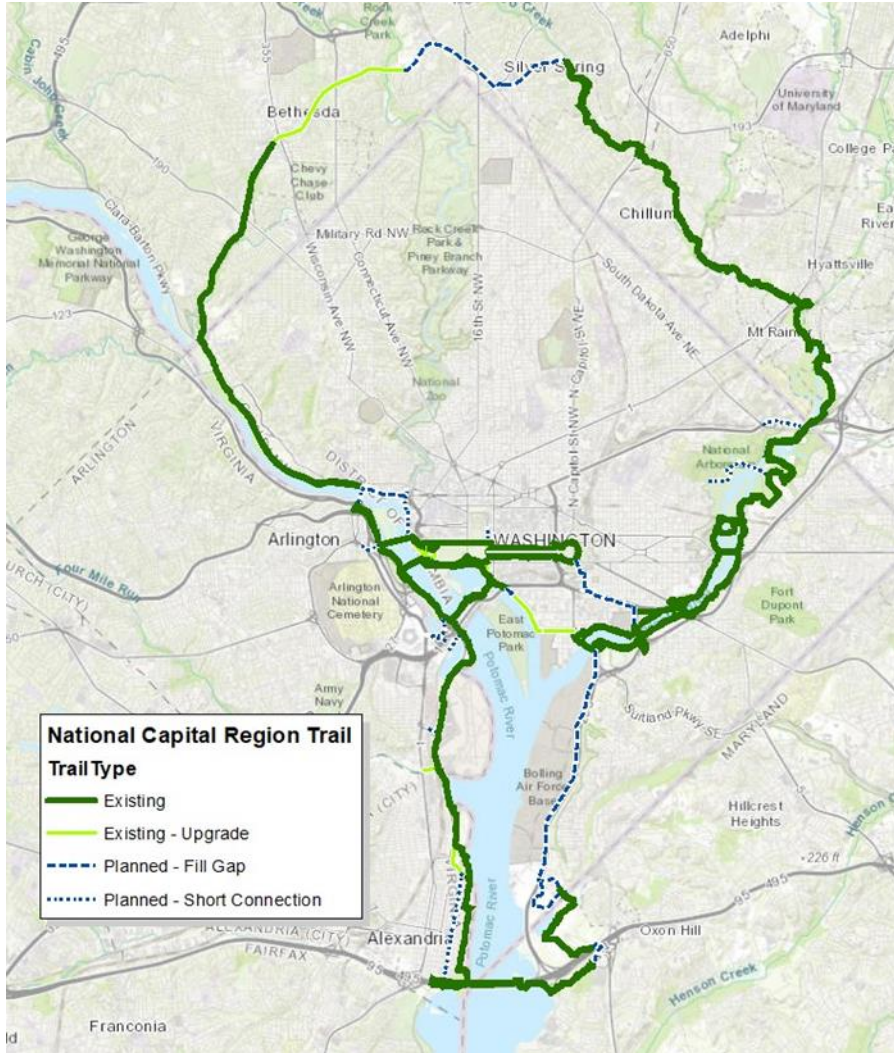
Agenda Item 6C

Process

- TPB asked the Subcommittees to identify:
 - **Impediments** to realizing the TPB's endorsed initiatives
 - **Specific actions** (including projects, programs, and policies) that the jurisdictions could take
 - **Resources** needed
 - **Actions** that the region can take **collectively**
- BP Subcommittee focused primarily on the **National Capital Trail** and **Access to Transit** initiatives.
- Subcommittee members were surveyed and provided written feedback
- Discussed survey results at 07/10/2018 meeting, developed consensus recommendations
- BP Subcommittee briefed on 9/18/2018, approved consensus recommendations



National Capital Trail

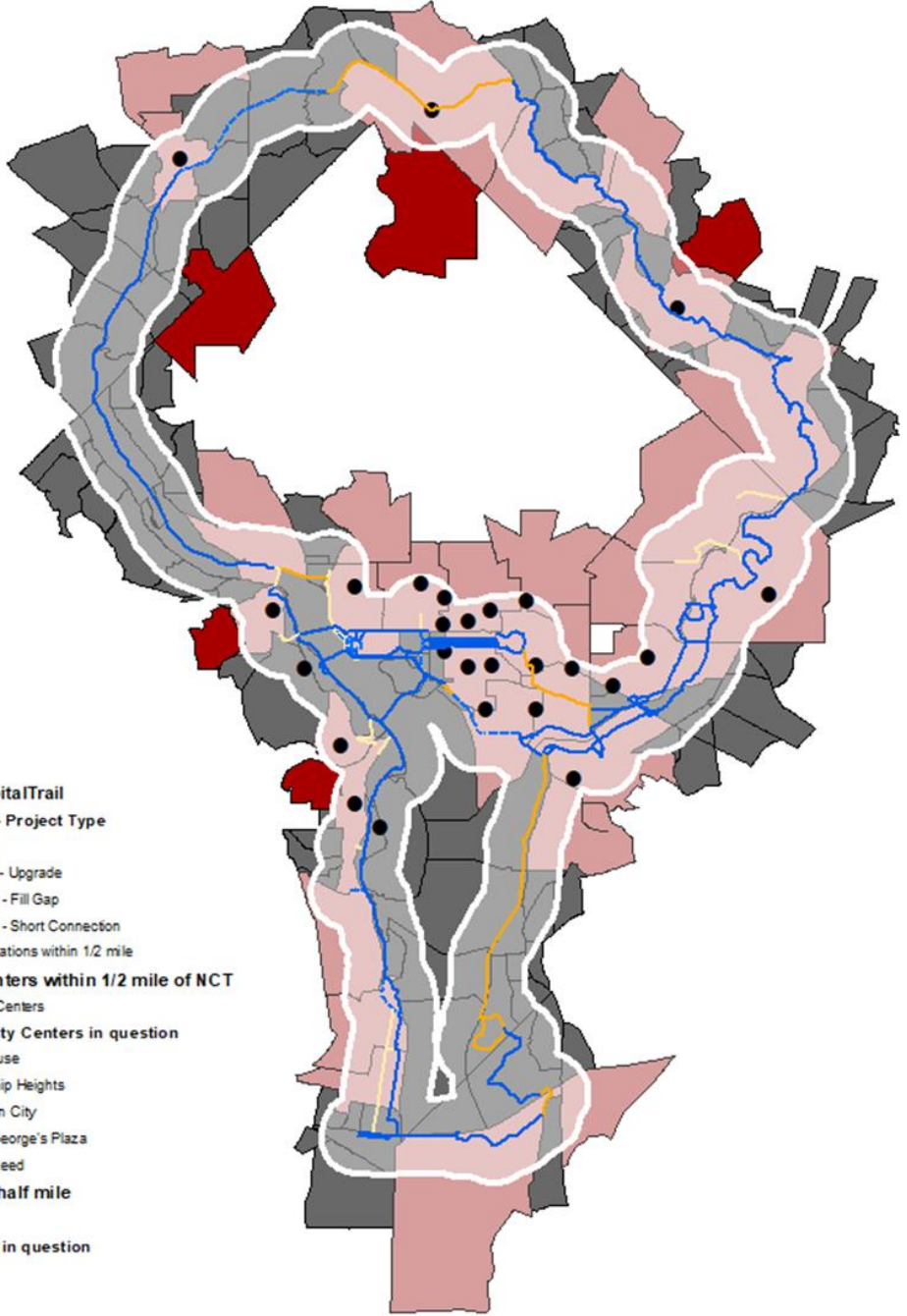


- 60 total miles total
- 21 miles unconstructed
- 3 miles need upgrading



National Capital Trail: Buffer Analysis

	Act. Center	Metro	Emp.	Population
1/2-mile Buffer	36	26	817983	498161
2-mile Buffer	57	58	1254344	1365260



National Capital Trail

Subcommittee Feedback:

- The scope is too limited
 - It excludes too many of our jurisdictions
 - It excludes too many trails of regional significance
 - Every trail listed as a Prince George's Park Trail Priority on the FY18 Priority Letter is excluded from the National Capital Trail
 - The scope is too limited to achieving significant mode shift
 - The scope is too limited to guide the regional Transportation Land Use Connections or Transportation Alternatives programs
- The National Capital Trail is largely complete or well on its way to completion
- An old idea, it is “no longer aspirational enough”



Consensus Recommendation #1: Expand the National Capital Trail into a Capital Trails Network

- Building on the work of the [Capital Trails Coalition](#), create a regional trails plan
 - The Capital Trails Network will include the National Capital Trail
- Adopt the Capital Trails Coalition Network goals. The regional trail network should be:
 - Accessible to people of all ages and abilities
 - Healthy and Safe
 - Equitably Distributed across Jurisdictions
 - Reliable for Transportation
 - Accessible to Open Space
 - Built to the highest design standards
- Using the [goals](#) and the [Criteria for Network Inclusion](#) that the Capital Trails Coalition has developed, extend the network to include the all the TPB member jurisdictions.



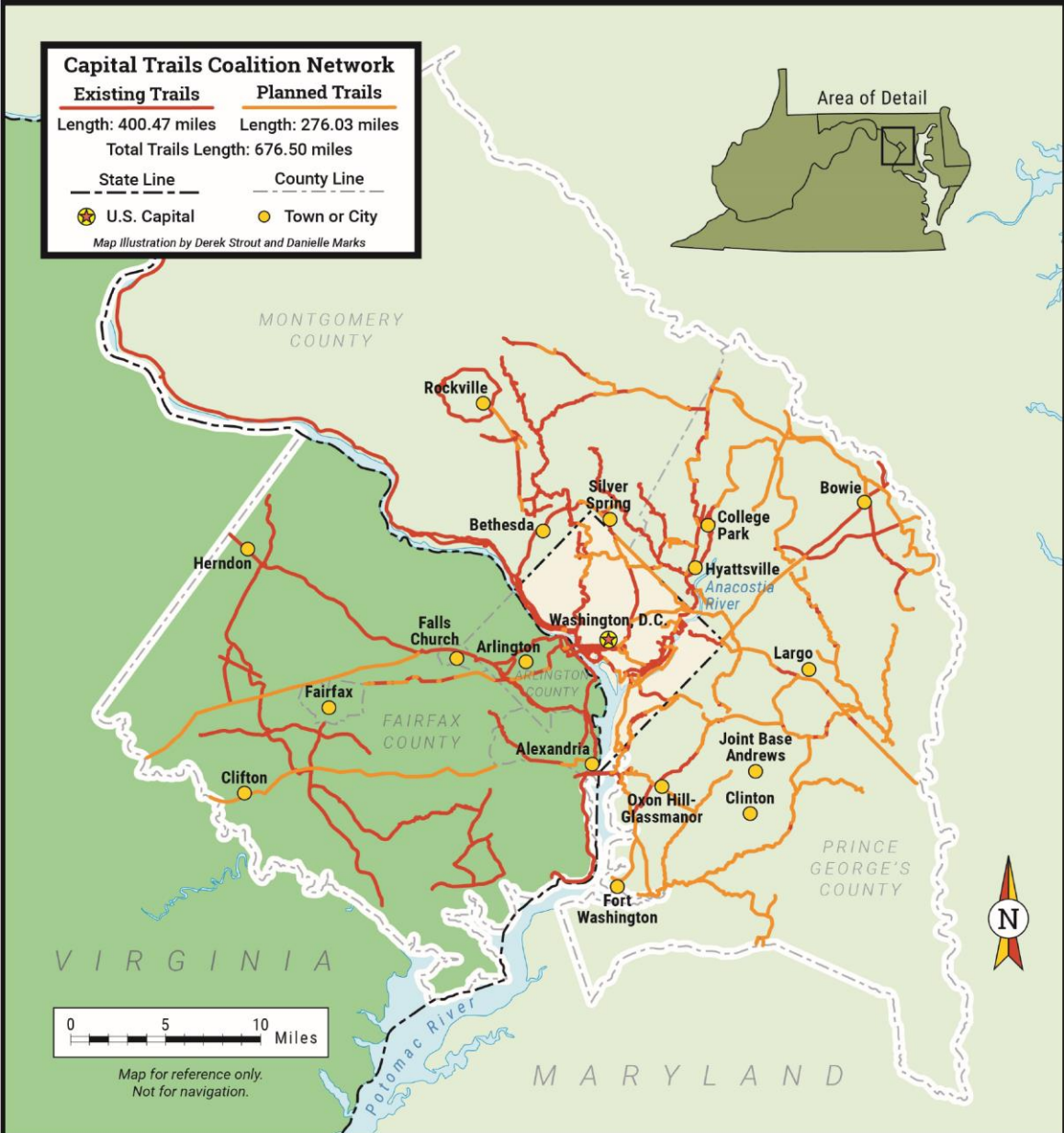
Capital Trails Network

Conceptual Map



Capital Trails Network

Route Map



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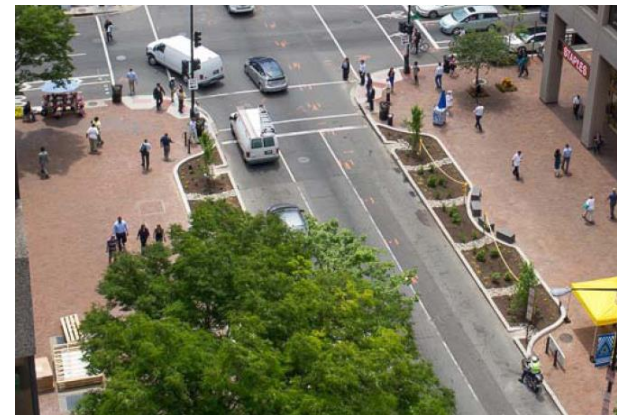
WASHINGTON
AREA
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ASSOCIATION



rails-to-trails
conservancy

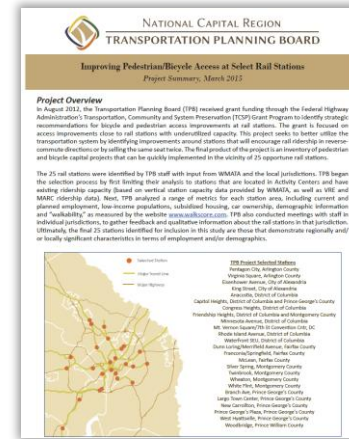
Access Improvements to High-Capacity Transit Stations

Increase access to transit through improved first- and last-mile connections on foot or by bike



Building on Past Work

- 2015: TPB study “Improving Bicycle and Pedestrian Access at Select Rail Stations” (TCSP funded) – Identified station access improvements at 25 rail stations
- 2016: WMATA “Metrorail Station Investment Strategy” – Identified station access improvements for all remaining stations (91 total stations)



Walksheds Vary Among Stations



WMATA

Consensus Recommendation #2: Identify Priority Transit Station Areas

- Identify a list of transit station areas to be prioritized for walk/bike improvements. Consider:
 - Critical gaps in infrastructure, and corresponding opportunities to increase walking and biking.
 - Equity Emphasis Areas
 - Activity Centers/Density
 - Pedestrian and Bicycle Safety
- Coordinate with TPB member jurisdictions
- The list of priority station areas could guide TLC and TAP funding, as well as local and State planning and grant applications



Consensus Recommendation #3: Expand the Transportation Land Use Connections (TLC) program

- All members agreed that the TLC program has been highly effective
 - 108 projects have been funded in all of the TPB's member jurisdictions for total of a little over \$4 million
 - TLC planning projects cost \$30,000-\$60,000; projects providing up to 30% design are funded up to \$80,000
 - Mostly improvements for walking and biking
 - Outsized impact relative to cost
- Technical assistance provide through this program has filled gaps in local trail building expertise, and gotten many good projects started
 - Need additional technical assistance for concept plans, feasibility studies, and 30% design
- TLC funding should be tripled
 - TLC budget for FY 2019 was \$500,000.
 - TPB received 20 applications for FY 2019 TLC with a total funding request of \$1,260,000
 - If funding were increased, the grant sizes could be increased, and the number of applications would likely increase as well



Summary: Three Consensus Recommendations from the Bicycle/Pedestrian Subcommittee

1. Expand the National Capital Trail into a Capital Trails Network
2. Identify Priority Transit Station Areas for Walk/Bike Improvements
3. Sharply Increase funding for the Transportation Land Use Connections (TLC) program



Next Steps

- Present the Consensus Recommendations to the TPB Technical Committee and to the TPB.
- October/November Time Frame

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