

ITEM 12 – Action

January 17, 2018

Non-Motorized Priority Initiatives

Staff Recommendation: Approve Resolution R12-2018 to Endorse the Non-Motorized Priority Initiatives

None

Issues:

Background:

The board will be briefed on a package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of Visualize 2045. The package will feature two components: 1) the National Capital Trail and 2) high-capacity transit station access improvements.

R12-2018
January 17, 2017

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING
BOARD
777 North Capitol
Street, N.E. Washington,
D.C. 20002**

**RESOLUTION ENDORSING NON-MOTORIZED
PRIORITY INITIATIVES**

WHEREAS, the National Capital Regional Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally constrained long-range plan (formerly referred to as the "CLRP," now called "Visualize 2045") as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

WHEREAS, Visualize 2045 will include unfunded priorities, as part of an aspirational element, because the TPB believes the region needs to develop a long-range transportation plan that goes beyond the project inputs reflected in its current fiscally constrained long-range plan, and that includes a combination of projects, programs, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents; and

WHEREAS, TPB policies rooted in the TPB Vision and the Regional Transportation Priorities Plan have long emphasized the importance of pedestrian and bicycle enhancements; and

WHEREAS, recent TPB activity, as well as the activities of TPB members, including the Washington Metropolitan Area Transit Authority and the National Park Service, have identified regional pedestrian and bicycle priorities through analysis and stakeholder engagement; and

WHEREAS, pedestrian and bicycle priority initiatives, in addition to serving important local objectives, have been shown to enhance regional transportation system performance by augmenting circulation within Regional Activity Centers by providing first- and last-mile connections to transit and by connecting Regional Activity Centers; and

WHEREAS, planning activities conducted through the TPB's Unfunded Capital Needs Working Group (later renamed the Long-Range Plan Task Force) included the assembly of an inventory comprising more than one thousand individual unfunded capital improvements, including pedestrian and bicycle projects as well as transit and road projects; and

WHEREAS, TPB members have expressed the desire for the new aspirational element of Visualize 2045 to include non-motorized initiatives that would be shown to have positive impacts at the regional level; and

WHEREAS, in April of 2017, the Long-Range Plan Task Force was briefed by TPB staff on activities, which would be conducted separately from the primary activities of the task force, to identify non-motorized priorities; and

WHEREAS, on December 20, 2017, the Long-Range Plan Task Force endorsed five initiatives – comprising a variety of projects, programs, and policies that were largely focused on transit improvements, multimodal road improvements, and policy changes – for incorporation into Visualize 2045; and

WHEREAS, a draft package of two pedestrian and bicycle priority initiatives has been reviewed by the TPB's Technical Committee, Citizens Advisory Committee, and Bicycle and Pedestrian Subcommittee, and was provided for review to TPB at its meeting on December 20; and

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Endorses the following pedestrian and bicycle priority initiatives:
 - Completion of the National Capital Trail
 - Access improvements to high-capacity transit stations
2. Directs staff to include these two initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.
3. Directs staff to use these priorities as a factor in selecting projects for the TPB's Transportation Land Use Connections (TLC) Program and the federally funded Transportation Alternatives Set-Aside Program.
4. Calls upon local, state and regional governments and agencies to pursue implementation of these priorities.

PEDESTRIAN AND BICYCLE PRIORITY INITIATIVES FOR THE NATIONAL CAPITAL REGION - DRAFT

Developed for inclusion in the aspirational element of *Visualize 2045*, the TPB's long-range transportation plan scheduled for approval in 2018

December 2017 (DRAFT)

PEDESTRIAN AND BICYCLE PRIORITY INITIATIVES FOR THE NATIONAL CAPITAL REGION

Prepared by TPB staff on behalf of the National Capital Region Transportation Planning Board
December 2017 (Draft)

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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OVERVIEW

The expansion of pedestrian and bicycle infrastructure is in full swing throughout the Washington region. Thousands of new projects have made it easier in recent years to walk and bike, and many more improvements are in the pipeline. These enhancements are helping to meet growing demand. In 2016, 11% of daily trips were made by walking and biking, and that share is forecast to increase to 14% by 2040.

Regional leaders have long agreed that walking and biking facilities are essential elements in our transportation system, but these projects are typically local in scope and impact. Amid the momentum of ongoing progress, how should pedestrian and bicycle priorities be articulated from the regional perspective? Within the universe of thousands of planned non-motorized improvements—sidewalks, trails, curb cuts, and many others—how can we strategically promote specific projects or types of projects that improve the performance of our regional transportation system in addition to serving local objectives?

This document addresses those questions by identifying two regional initiatives as regional aspirational priorities for bicycle and pedestrian capital improvements. These initiatives focus on the completion of the National Capital Trail (previously known as the Bicycle Beltway) and the prioritization of access improvements to high-capacity transit stations.

Regional Policy Framework

The TPB's existing policy framework begins with a fundamental goal: We should strive to provide a comprehensive range of transportation choices throughout the region. For decades, regional leaders have been working to improve the viability of walking and biking as alternative modes for getting to work, school, and recreation, and connecting to public transit.

In 1998, the TPB Vision called for the region to make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.” The Regional Transportation Priorities Plan, approved in 2014, built upon the legacy of the TPB Vision by calling for the expansion of pedestrian and bicycle infrastructure throughout the region. The plan argued that such projects are needed to improve safety, meet rising demand, and reduce congestion. Improvements include adding new sidewalks and improving existing ones, making crosswalks safer, and building and enhancing bike lanes and shared-use paths.

Of course, it is easiest to make alternative transportation modes more viable if the average distances between jobs, housing and other daily activities are relatively short. For that reason, the TPB's regional policies have focused attention on Activity Centers. The TPB Vision in 1998 first called for the identification of regional Activity Centers—concentrated, mixed-use centers that are nodes for transportation linkages. The Vision explicitly called for “improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.”

In 2013, the current list of Activity Centers was identified. With a sharpened focus on walkability, these locations were designated because they either are already vibrant centers or they are places where growth is planned.

Focused attention on such mixed-use hubs has produced positive results. Over the next 25 years, according to COG's Round 9.0 Cooperative Forecasts, 75% of new jobs and 60% of new population will be located in Activity Centers.

From a transportation perspective, the Priorities Plan identified three "C"s related to Activity Centers: *Concentrated* development in Activity Centers should be encouraged to shorten trip distances; *Connections* between Activity Centers should be multi-modal, including shared-use paths as well as transit; and *Circulation* within Activity Centers should be improved so that people do not need to drive short distances, including trips to and from transit stations.

The non-motorized priorities presented in this document help to fulfill these regional policies. The National Capital Trail prioritizes *connections* that will link Activity Centers around the region's core, while station access improvements will strategically focus attention on *circulation* improvements within Activity Centers and around high-capacity transit stations that would make it easier for people to get to and from transit.

Pulling Together Master Lists of Unfunded Projects

The presentation of non-motorized priorities in this document is part of a larger effort by the TPB to collect information about the full universe of unfunded projects in the region and to work toward the identification of regional priorities. In recent years, TPB staff and its partner agencies have compiled inventories of unfunded transportation projects of all modes that are featured in the plans of the region's jurisdictions. The most prominent of these activities was the development of an Unfunded Capital Needs Inventory, but the regional collection of master lists of unfunded projects also includes discrete plans and studies such as the TPB's Bicycle and Pedestrian Plan and WMATA's Metrorail Station Investment Strategy, which are described later in this document.

Development of the Unfunded Capital Needs Inventory began in 2014 when the TPB asked staff to compile a list of all transportation projects that have been included in the plans of TPB member jurisdictions but have not been submitted for inclusion in the TPB's Financially Constrained Long-Range Transportation Plan (CLRP) due to a lack of anticipated funding. In February 2015, the TPB staff issued a solicitation for inputs to the inventory.

The list of unfunded projects in the final inventory comprised more than a thousand individual capital improvements. Approximately 550 of these were highway and transit projects, and more than 500 were bicycle and pedestrian facility improvements. The non-motorized projects in the inventory included unfunded trails and paths from the TPB's Bicycle and Pedestrian Plan, which identifies major bicycle and pedestrian projects the region wishes to carry out by 2040, as well as the projects that jurisdictions submitted during the solicitation for unfunded projects. The inventory included more than 1,300 additional miles of pedestrian and bicycle infrastructure.

The full inventory of unfunded projects, along with projects already planned and funded (the projects in the Constrained Long-Range Plan) were compiled into a regional "All-Build" Scenario, which represented a comprehensive universe of unfunded capital improvement projects that are featured in the current plans of the TPB's member jurisdictions. The Phase I Report of the TPB's Long-Range

Plan Task Force¹, completed in December 2016, described the inputs in the All-Build Scenario and provided an analytical comparison of three alternatives along a continuum: A No-Build scenario (what if we build no new transportation capacity), a Planned Build scenario (essentially the system in the CLRP), and the All-Build scenario.²

Prioritizing Unfunded Projects

Throughout 2017, the TPB's Long-Range Plan Task Force has worked to identify a limited number of unfunded projects that have the potential to improve the performance of the region's transportation system. These efforts have largely focused on transit and multimodal highway improvements, along with changes in policies and programs, that could positively affect regional travel. Such projects, programs, and policies were packaged into 10 bundles or "initiatives" that the TPB formally approved for analysis in July of 2017. At the end of 2017, the task force will make a recommendation to the TPB as to which initiatives it recommends the TPB endorse as regional priorities.

Although four of the ten initiatives (those centered on transit improvements) included assumptions that would increase bicycle and pedestrian access to transit, the Long-Range Plan Task Force decided not to conduct analysis of initiatives that would be exclusively focused on non-motorized improvements. Nonetheless, TPB members envisioned that the development of an aspirational element for the 2018 long-range plan should include non-motorized initiatives that would stand on their own and be shown to have an impact at the regional level. Therefore, the identification of non-motorized "priority initiatives" has been placed on a separate track from the activities of the task force. The development of those initiatives is the subject of this report.

The two proposed priority initiatives for pedestrian bicycle improvements, which are described below, focus on 1) completion of the National Capital Trail (previously known as the Bicycle Beltway) and 2) access improvements high-capacity transit stations.

¹ The TPB's Unfunded Capital Needs Working Group was originally formed in July of 2015 and was renamed the Long-Range Plan Task Force in April of 2016. The task force was reconstituted to work on Phase II activities in April of 2017.

² For more information about this analysis see the report "From No-Build to All-Build: Analyzing a Continuum of Transportation Scenarios Including Unfunded Capital Needs," Report on Phase I of the TPB Long-Range Plan Task Force, December 2016.

PRIORITY INITIATIVE 1: COMPLETION OF THE NATIONAL CAPITAL TRAIL

The National Capital Trail is a proposed loop of circumferential trail connections circling the core of the Washington region. With a full outside perimeter of 45 miles, the trail will also be divisible into shorter loops. It will integrate existing regionally significant, high-volume trails into a single circuit. The NCT designation would involve branding and uniform signage, along with the development of promotional materials.

According to the National Parks Service *Paved Trails Study*, “the NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

Most of the proposed trail already exists, although some key portions are under development or proposed. These include the Purple Line Trail in Prince George’s County and the South Capitol Street Trail in D.C. Combined, all the links in the trail, including short connector trails, will be 60 miles long. Twenty-one miles are currently unconstructed. An additional three miles of trail need to be upgraded.

Figure 1 depicts the National Capital Trail as finalized by the National Park Service and endorsed by the TPB’s Bicycle and Pedestrian Subcommittee.

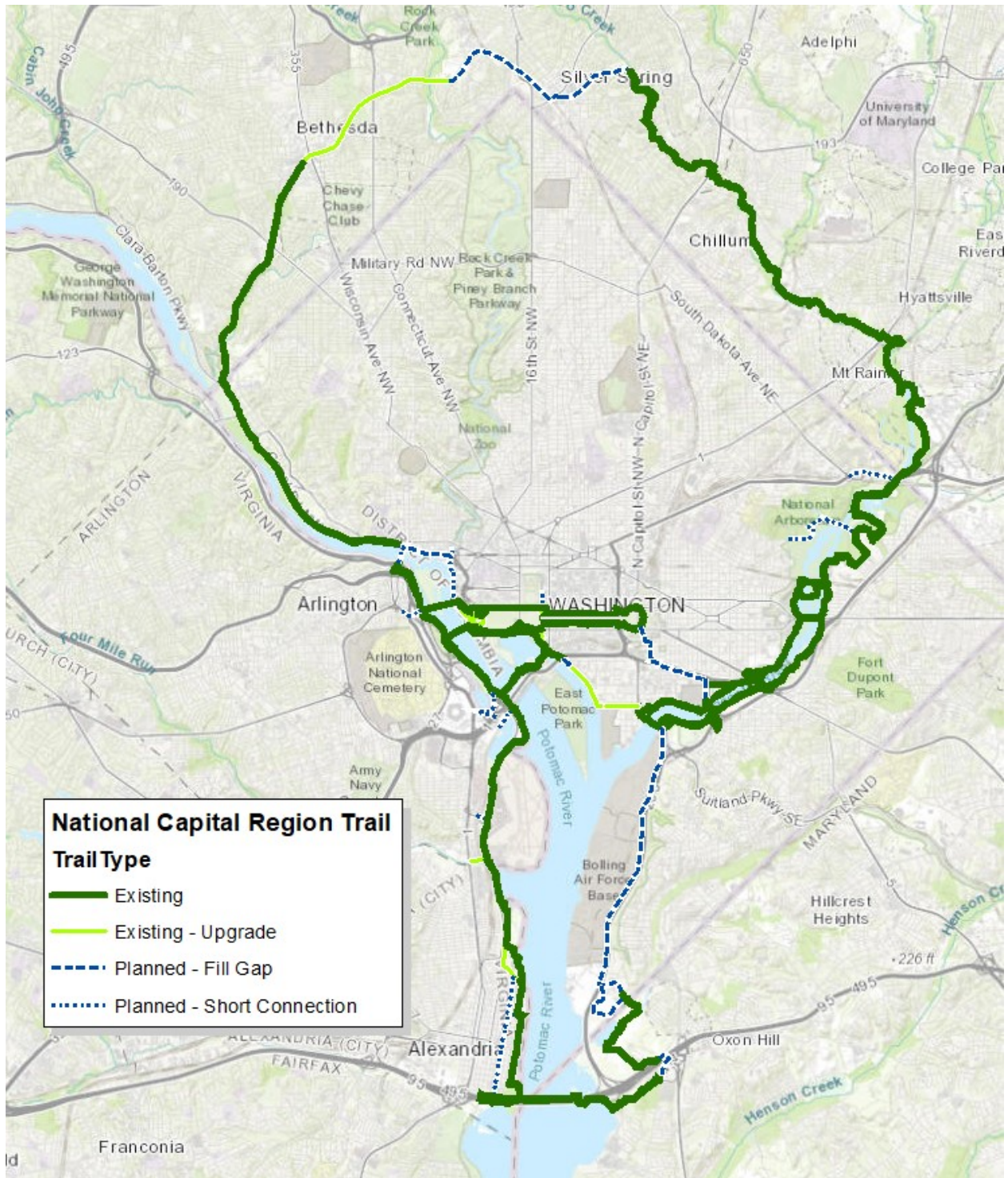
Background: Identifying the Trail

The National Capital Trail refines a concept that was first introduced in the National Park Service’s 1990 plan *Paved Recreation Trails of the National Capital Region*. That plan identified discontinuities that prevented existing trails from forming a coherent system. A number of the gaps identified in that plan have since been filled, and the concept of a circumferential loop first proposed in that 1990 plan seems quite achievable today.

In January 2014, the TPB renewed the region’s interest in a circumferential trail when it asked the TPB’s Bicycle & Pedestrian Subcommittee to develop a vision for a “Bicycle Beltway” around the core of the Washington Region. The Atlanta “Beltline” Trail was the apparent model for this proposed circumferential route. The Atlanta Beltline is a trail, currently under development, that circles Atlanta’s core urban neighborhoods on disused railway right of way. The sections completed thus far have provided a non-motorized link between urban neighborhoods formerly cut off from each other by highways and rail lines, stimulating new trail-oriented development.

In response to the TPB’s request, the Bicycle and Pedestrian Subcommittee in 2014 formed a “Bicycle Beltway” Working Group, consisting of three state DOT representatives, a representative of the Washington Area Bicyclist Association, and citizen representatives. The working group developed a Vision Statement for a Bicycle Beltway and identified an inner route. The Bicycle Beltway was to be a circumferential loop connecting the region’s radial shared-use paths.

Figure 1: Map of the National Capital Trail



The vision upon which the working group agreed called for the Bicycle Beltway to achieve the following objectives:

- Connect major attractions, Activity Centers, and Transit Stations
- Attract both visitors and residents
- Be useable by persons of all ages and abilities
 - Principally off-street, with high-quality on-street connections and crossings
 - Avoid steps and steep grades
- Include clear and consistent wayfinding
- Provide good connections to surrounding communities
- Be an all-weather facility
- Be achievable or “within reach” financially and politically
 - Short-term: 5 years
 - Long-term: 30 years
- Use existing Right of Way and existing facilities wherever possible
 - Fill the gaps between
- Be maintained in a State of Good Repair

Development of the components of the NCT was pursued on several levels. An inner loop was quickly identified, following the Mt. Vernon Trail, the Capital Crescent Trail, the planned Purple Line trail, the Sligo Creek Parkway, the Anacostia Trail, the planned South Capitol Street Trail, and the Woodrow Wilson Bridge. A connector on the South Capitol Street Bridge to the SW Waterfront Trail and the 14th Street Bridge created two connecting loops. Since much of the route was already complete or in agency plans with identified right of way, the inner loop was judged capable of being built within five years. The proposed route and the Bicycle Beltway vision statement were presented to the Bicycle and Pedestrian Subcommittee in July 2015.³

The National Park Service adopted the Bicycle Beltway inner loop as part of its 2016 *Paved Trails Plan*, branding it the “National Capital Trail.” The National Park Service route added a short-cut from the Anacostia River Trail through the Capitol and the north side of the mall. The NPS also re-routed the Potomac River crossing from the Key Bridge to the Memorial Bridge, avoiding a difficult on-street connection in Georgetown. Otherwise the routing is unchanged.

The TPB’s Bicycle and Pedestrian Subcommittee in July of 2016 recommended that the National Capital Trail should be accepted as the Bicycle Beltway.

The Trail Network

The National Capital Trail comprises four connected loops: a 30-mile northern loop, a 10-mile central loop around the monuments and the stadium, an 18-mile southern loop connecting to National Harbor and Old Town Alexandria, and a 45-mile perimeter loop. The approved network also includes seven miles of short connector trails.

³ In addition to the approved NCT route, VDOT and MDOT representatives requested an outer loop that would cross the Potomac River at the American Legion Bridge and the Woodrow Wilson Bridge. However, work on an Outer Loop has not advanced, due in large part to the lack of a clear right of way or planned trails.

As noted above, all the links in the trail combined, including short connector trails, will be 60 miles long. Of that total, 21 miles are currently unconstructed and an additional three miles of trail need to be upgraded.

The trail will serve as a regional non-motorized arterial route, connecting 36 Regional Activity Centers and 26 Metrorail stations.⁴ Nearly a half million people currently live within walking distance (half mile) of the trail and more than 1.3 million live within a reasonable bicycling distance (two miles). More than 800,000 existing jobs are located within walking distance and more than 1.25 million jobs are within bicycling distance.⁵

No specific cost estimates are available for unbuilt National Capital Trail projects. They would be expected to range from a number of simple, fairly low-cost improvements up to the major cost that an Anacostia River bridge would entail.

Moving Forward

The National Capital Trail forms a hub that unites a radial network of trails. These “Corridors of Regional Significance” connect centers of population and employment to NPS parks, local trails and on-street facilities. Implementation of the National Capital Trail will require support from multiple parties including the NPS, Arlington County, Montgomery County, Prince George’s County, the District of Columbia, and the City of Alexandria. While much of the National Capital Trail already exists, there are gaps that need to be filled, existing trail segments that need to be widened and upgraded, and access to surrounding neighborhoods added.

Identification of the National Capital Trail is part of a larger set of activities. Work on identifying regional trails will continue in cooperation with the Regional Trails Coalition, an effort organized by the Washington Area Bicyclist Association and funded by REI. This coalition is currently developing a Regional Trails Plan featuring a world-class network of multi-use trails that are distributed throughout the metropolitan area.

Appendix A features a table listing the major projects needed to complete the National Capital Trail.

⁴ These numbers include Activity Centers and Metrorail stations that are within a ½-mile distance from the National Capital Trail. The same analysis found that the trail will lie within two miles of 57 Activity Centers and 59 Metrorail stations. The analysis was conducted by placing a ½-mile and a two-mile buffer around the trail. Activity Centers, TAZs and Metrorail stations that fell within the buffers were selected. The total number of Activity Centers and Metrorail stations were counted. For the TAZs identified as falling within the ½ or 2-mile buffer, the total number of jobs and population in the selected TAZs was calculated.

⁵ The analysis described above found that 498,161 people currently live in the TAZs that are within a half mile of the trail and 1,365,260 live in TAZs within two miles of the NCT. The same analysis found that 817,983 jobs are currently located in TAZs within a half mile of the trail, while 1,254,344 jobs are in TAZs within two miles of the trail.

PRIORITY INITIATIVE 2: ACCESS IMPROVEMENTS TO HIGH-CAPACITY TRANSIT STATIONS

Pedestrian and bicycle improvements near high-capacity transit stations are the second priority initiative highlighted in this document. Such improvements should be considered regionally significant because they will not simply serve local circulation needs, but will also provide increased access to regional transit systems, including Metrorail, commuter rail, light rail, and bus rapid transit (BRT).

As described earlier, TPB policies have highlighted the need for better non-motorized circulation within Activity Centers and around transit stations. Of the region's 91 existing Metrorail stations, 75 are within Activity Centers. In many cases, the areas around these stations have well-established sidewalk grids and good bicycle facilities. But there are still too many station areas where people drive instead of using other modes because first- and last-mile challenges make walking and biking too time-consuming, too unpleasant, or too unsafe.

The list of problems is familiar: Sidewalks do not exist or they are in bad condition. Bike lanes are disconnected. Intersections are inhospitable and crossings do not exist. Signage and lighting are poor. These are problems that keep people from walking and biking, even when the distances are relatively short.

The concept of a “walkshed” is a helpful tool for thinking about the challenges of station access. A walkshed is a catchment area in which the outer perimeter represents the distance that people can be expected to walk to a destination. Planners generally assume that one half mile – a 10-minute walk on average – is the maximum distance we can expect people to walk to a train station. As the crow flies, the outer limits of a half-mile walk would form a perfect circle with the station at the center of a half-mile radius. But in reality, we know that a half mile of walking is often much longer than the geometric radius. Blocks are sometimes very long, sidewalks may be missing, or an expressway may obstruct a direct path. The actual distance that a person can walk from a transit station to a final location – the actual walkshed – is often much tighter than the half-mile radius would suggest.

Figure 2 compares two walksheds around Metrorail stations and identifies the percent of land that is reachable within a half-mile walk. The yellow circles represent the full half-mile radius of an ideal walkshed area. The blue irregular shapes represent the actual half-mile walkshed, limited by the street network. In the case of Landover, Route 50 acts a barrier making nearly half the potential walkshed inaccessible on foot.

We need to find ways to expand constrained walksheds by bridging barriers, creating new connections, and enhancing existing connections to transit stations. Building on previous TPB planning work, WMATA has developed a full inventory of projects that can increase station access, and has pioneered a methodology for prioritizing these projects.

Figure 2: Examples of Walksheds Around Two Metrorail Stations



Source: Metrorail Station Investment Strategy

Background: Focusing Attention on Station Access

In recent years, regional planning research has identified inventories of projects that would increase non-motorized access to transit stations. This research, largely focused on Metrorail stations, provides illustrative examples of the kinds of improvements that should be pursued under this priority initiative.

In 2015, the TPB completed *Improving Bicycle and Pedestrian Access at Select Rail Stations*, a study that developed an inventory and map of nearly 3,000 capital improvements that would improve pedestrian and bicycle access to rail transit stations in the Washington Metropolitan Region. The project was funded under a research grant that the TPB received in 2013 from the Federal Transportation, Community, and Systems Preservation (TCSP) Program.

In a time of tight transportation budgets, this TCSP-funded study was rooted in a desire to squeeze more capacity out of the existing system, an objective that was highlighted in the TPB's Regional Transportation Priorities Plan. The analysis focused on the areas around 25 rail stations⁶ that could accommodate additional riders (primarily using reverse commute patterns), and were either anticipating significant employment growth or have large concentrations of low-income or transit-dependent residents nearby. By increasing pedestrian and bicycle access to these stations, the study argued, the region would encourage new riders on the region's rails system.

For the most part, the capital improvements in the TPB's TCSP-funded inventory were derived from existing local plans, although the study conducted targeted fieldwork to augment the recommendations for some locations. The projects included recommendations for new or improved sidewalks, crosswalks, shared-use paths, bike parking, bike lanes, wayfinding signage, and other access improvements.

⁶ The study analyzed 24 Metrorail stations and the VRE station at Woodbridge, Virginia.

WMATA's *Metrorail Station Investment Strategy* (MSIS), completed in 2016, built upon the work of the TPB's TCSP study. After consulting with jurisdictional staff, the WMATA project team identified and reviewed all the relevant planning documents for the remaining 67 stations in the system that had not been studied by the TPB. This process yielded an initial list of approximately 4,500 bike and pedestrian access projects system-wide. After approximately 300 completed projects were removed from the list, a total of 4,217 active projects were included in the master inventory of unfunded station access improvements.⁷

Given the significant number of projects identified—in some cases more than 1,000 for a given jurisdiction— WMATA staff developed a series of 12 criteria to prioritize projects. These criteria were designed to evaluate each project relative to a number of potential benefits, including potential growth in ridership, safety, and quality of life.

Projects were evaluated based on their ability to:

- Improve bicyclist/pedestrian safety;
- Generate new ridership through walkshed augmentation;
- Increase walkshed coverage;
- Change walk access mode;
- Improve connections to social services;
- Improve access for low-income populations;
- Reduce station parking usage;
- Improve access to locations with high paratransit activity.

Project utility and feasibility were measured through these additional criteria:

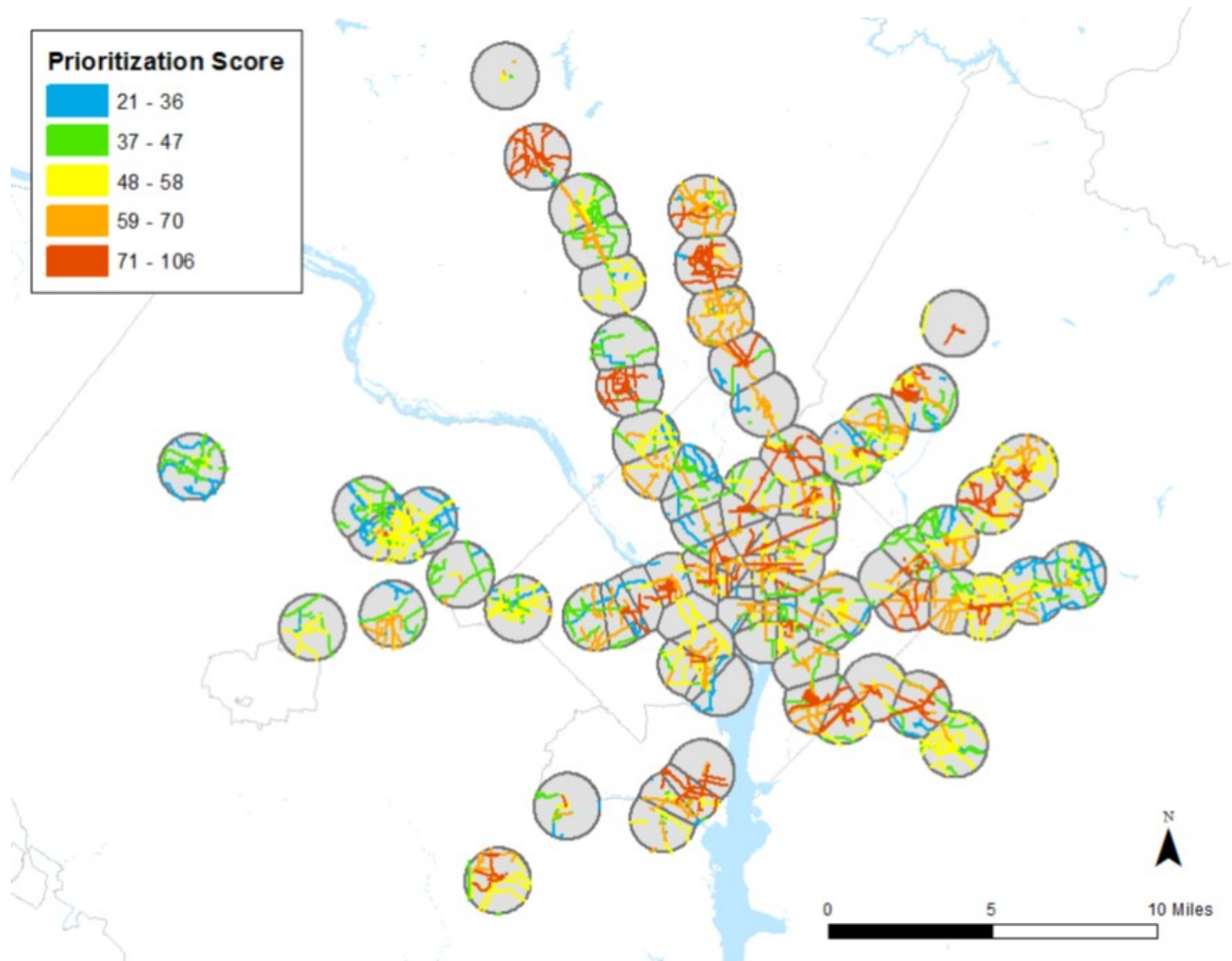
- Location relative to high levels of population and employment density;
- Walkscore/density of commercial activity near project;
- Proximity to a given station entrance
- Estimated project cost

The 12 criteria listed above were assigned varying weights. Using these criteria, WMATA staff identified 394 priority projects, which are located near 31 Metro stations. Continuing to work with the local jurisdiction staff, the MSIS study team further narrowed the list to eliminate projects that had already been built or would soon be completed. Projects that were no longer under consideration were also removed from the list. For example, some jurisdictions indicated their policies had shifted away from implementing sharrows (shared-lane markings) in favor of other bicycle infrastructure.

The final MSIS report, which was released in 2016, included 200 projects that were prioritized and remain unfunded and unbuilt, and are still considered “active” by local jurisdictions. In an effort to understand the return on investment for these 200 projects, WMATA staff looked at the pedestrian projects, which were 62 in total, that were included in the priority list. These pedestrian projects were estimated to cost nearly \$13 million and the monetized benefit of these projects (in increased ridership and reduced MetroAccess trips) was estimated at approximately \$24 million. So, the study found that the return on investment for the 62 projects would be approximately \$11 million.

⁷ The TPB's TCSP study and WMATA's MSIS had different geographic areas of focus around each given station. The TCSP study included projects in some cases up to three miles from a station entrance while the MSIS focused on a ½ mile for pedestrian projects and one mile for bike projects. This difference in methodology explains why the TCSP identified 3,000 projects at only 24 stations, while the MSIS identified 4,200 projects at 91 stations.

Figure 3: MSIS Prioritization of Pedestrian and Bicycle Improvements



Source: WMATA Metrorail Strategic Investment Strategy

Figure 3 features a map depicting the scoring for all 4,200+ projects identified in the MSIS master inventory. Using the rankings assigned to each project, WMATA staff listed each project in rank order by jurisdiction to identify the top 50 to 100 projects for further review. The maps of the Metro priority projects in each jurisdiction were refined through jurisdiction feedback.

Figure 4 provides a tally of all the projects that were initially identified for the MSIS (4,217), along with the projects that were initially prioritized (394) and the final number of prioritized projects (200) that were considered still “active” after review at the jurisdictional level.

Appendix B features a table with information about the 200 projects that were identified as priorities and were still active at the time the MSIS study was finalized in 2016.

Moving Forward

For the purposes of understanding TPB priority initiatives, the list of 200 projects prioritized in the MSIS should be considered illustrative. Given the time that has passed since the release of the MSIS in 2016, local planning efforts are likely to have changed the reality on the ground in many cases. Therefore, rather than approving the specific projects in the 2016 plan as priorities, the TPB, through this document, is endorsing the concept of prioritizing station access improvements. Following this endorsement, regional leaders will work to promote implementation of such types of projects near high-capacity stations across the region, including Metrorail, commuter rail, light rail, and bus rapid transit (BRT).

Figure 4: Number of Projects Per Jurisdiction Identified in the MSIS

	Station Access Projects Identified in Local and Other Plans					Initial Number of Priority Projects	Priority Projects Potentially Still Requiring Further Action
	Plans Sidewalk/ Trail	Inter-section	On-Street Bike	Other	Total		
Arlington County	68	26	86	55	235	50	40
City of Alexandria	43	86	147	7	283	102	1
District of Columbia	355	305	350	84	1,094	72	61
Fairfax County	182	258	327	54	821	50	26
Montgomery County	188	152	214	53	607	70	49
Prince George's County	374	393	307	103	1,177	50	23
TOTAL	1,210	1,220	1,431	356	4,217	394	200

Source: WMATA Metrorail Strategic Investment Strategy

NEXT STEPS

By endorsing the non-motorized initiatives described in this report, the TPB is calling for these concepts to be included in the aspirational element of the 2018 update of the region's long-range transportation plan, *Visualize 2045*. That plan is scheduled for TPB approval in October 2018. The meaning of such an endorsement is not a mandate from the TPB for its member jurisdictions to alter their own plans, programs, or policies or to design, fund, and implement these initiatives without further study.

Most fundamentally, the endorsement of these initiatives represents a call for future concerted action by TPB members. At a minimum, it involves a commitment by all TPB member jurisdictions and agencies to collaborate and undertake further examination of the concepts. Such next steps could include a study of the constructability of projects associated with the initiatives. In addition, the TPB and its members may choose to seek funding to implement such projects. Funding sources could include the federal TIGER program, the TPB's TLC and TAP program, and other funding opportunities at the state, local and private levels.

APPENDIX A

National Capital Trail Projects

	Name	Jurisdiction	Description	Primary Plan Documents	Purpose
1	Union Street at Pendleton Street Improvements	Alexandria	Extend the Mount Vernon Trail by two blocks	Alexandria Pedestrian and Bicycle Master Plan	Fill Gap
2	Royal Street Neighborhood Bikeway	Alexandria	Provide direct, alternative connection for Mount Vernon Trail users traveling through Old Town	Alexandria Pedestrian and Bicycle Master Plan, Alexandria CIP	Short Connection
3	Potomac Yard Trail to Four Mile Run Park Connection	Alexandria	Connect Potomac Yard Trail to Four Mile Run Park Trail on Alexandria side of river	Alexandria Pedestrian and Bicycle Master Plan, North Potomac Yard Small Area Plan	Short Connection
4	Four Mile Run Park to Mount Vernon Trail Connection	Alexandria	Connect Four Mile Run Park Trail to Mount Vernon Trail on Alexandria side of river	Alexandria Pedestrian and Bicycle Master Plan, North Potomac Yard Small Area Plan	Short Connection
5	East Abingdon at Mount Vernon Trail	Alexandria	Improve safety at East Abingdon and Slaters Lane intersection	Alexandria Pedestrian and Bicycle Master Plan, Alexandria CIP	Upgrade
6	Mount Vernon Trail - Widening	Alexandria	Create a wider, user-separated trail between East Abingdon and Pendleton Street	Old Town North Small Area Plan	Upgrade
7	Arlington Ridge Park Connection to TR Bridge	Arlington	Connect Arlington Ridge Park (USMC Memorial and Netherlands Carillon) to the TR Bridge	NPS Paved Trails Plan, Realize Rosslyn Sector Plan	Short Connection
8	Mount Vernon Trail Connection to the TR Bridge	Arlington	Connect trail on the south side of the TR Bridge to the Mount Vernon Trail	NPS Paved Trails Plan, Realize Rosslyn Sector Plan	Short Connection
9	Long Bridge Park Esplanade Extension (to Mt. Vernon Trail)	Arlington	Extend Long Bridge Park Esplanade with a bridge over the George Washington Memorial Parkway (GWMP) to connect with the Mt. Vernon Trail. (With possible new connections across the Potomac River to D.C.)	Long Bridge Park Master Plan	Short Connection
10	Connection from 14th Street Bridge to Boundary Channel Drive and Long Bridge Park	Arlington	The project addresses a bridge connection and a trail gap by establishing a formal connection from the 14th Street Bridge to the Pentagon by way of Boundary Channel Drive and also connecting the trail network to the recently constructed Long Bridge Park in Arlington County. This connection would greatly improve access to the Mount Vernon Trail and link to major parks in Virginia to Downtown D.C.	NPS Paved Trails	Short Connection
11	Mount Vernon Trail Connection to the Theodore Roosevelt Bridge	Arlington	The trail on the south side of the Theodore Roosevelt Bridge crosses the George Washington Memorial Parkway and terminates abruptly with no connections to the Mount Vernon Trail (or points west), stranding users in an area between several busy on-and off-ramps to the Parkway and Arlington Boulevard.	NPS Paved Trails	Short Connection

	Name	Jurisdiction	Description	Primary Plan Documents	Purpose
12	Airport Access Road at GWMP	Arlington, VA	Improve access on Airport Access Road overpass to Reagan National Airport/Aviation Circle; connect with steps; expand sidewalks	NPS Paved Trails	Short Connection
13	Mount Vernon Trail and Four Mile Run Trail Intersection	Arlington, VA	Provide safety and sightline improvements and explore the potential for new roundabout at Intersection of Mount Vernon Trail and Four Mile Run Trail at Reagan National Airport	NPS Paved Trails	Upgrade
14	P Street SW Protected Bike Lane	DC	South Capitol Street to SW Waterfront	MoveDC	Fill Gap
15	Anacostia River Trail	DC	Connect to Prince George's County Anacostia River Trail	MoveDC, NPS Paved Trails	Fill Gap
16	Georgetown Waterfront Connector	DC	Connect Capitol Crescent Trail to Rock Creek Trail	NPS Paved Trails, MoveDC	Fill Gap
17	Capitol to Virginia Ave SE Trail	DC	Connect US Capitol to Virginia Ave SE	MoveDC	Fill Gap
18	South Capitol Street Trail	DC	Connect Anacostia Riverwalk Trail south to PG County	NPS Paved Trails, MoveDC	Fill Gap
19	Extend 15th Street NW Protected Bike Lane	DC	Connect existing protected bike lane to 14th Street Bridge	MoveDC, NPS Paved Trail	Fill Gap
20	Virginia Ave SE Protected Bike Lane	DC	Connect to 11 th St Bridge and Anacostia Riverwalk Trail	MoveDC	Fill Gap
21	Key Bridge Connection to Capital Crescent Trail	DC	Provide direct connection from Key Bridge to the Capitol Crescent Trail	NPS Paved Trails, MoveDC	Short Connection
22	Whitney Memorial Bridge Ped and Bicycle Access	DC	Connect Anacostia Riverwalk Trail to East Capitol Street	MoveDC, NPS Paved Trails	Short Connection
23	Arboretum Bridge	DC	Connect National Arboretum to Anacostia River Trail System	MoveDC, NPS Paved Trails Plan	Short Connection
24	Fort Lincoln Connector Trail	DC	Connect Fort Lincoln to Anacostia River Trail System	MoveDC	Short Connection
25	TR Bridge Connector	DC	Improve safety of trail connectivity between National Mall, TR Bridge and Rock Creek Park Multi-Use Trail	NPS Paved Trail	Short Connection, Upgrade
26	Pedestrian and Bicycle Access at Lincoln Memorial Circle	DC	Develop a set of recommendations to improve visitor safety and reduce conflicts for motorists, pedestrians, and cyclists at Lincoln Memorial Circle.	NPS Paved Trails	Upgrade
27	Oxon Cove Hiker Biker Trail Connector	DC, Prince George's	Provides an off-street connection between the NPS Oxon Hill Farm property and the proposed South Capitol Street Trail currently under development by the DDOT.	NPS Paved Trails	Fill Gap
28	Capital Crescent Trail	Montgomery County	Connect Capital Crescent Trail to Silver Spring Transit Center	Montgomery County Trails Plan, Purple Line	Fill Gap
29	Silver Spring Green Trail	Montgomery County	Connect Silver Spring Transit Center to Sligo Creek Trail	Montgomery County Trails Plan, Purple Line	Fill Gap
30	Oxon Hill Farm Trail Connector	Prince George's County	Develop on-street facility from Oxon Hill Farm Trail across I-495 to Oxon Hill Road and Harborview Avenue (in Prince George's Co.); improve signage and crossings.	NPS Paved Trails, Prince George's County Trails Plan	Fill Gap

APPENDIX B

Metrorail Station Investment Strategy - Priority Projects Potentially Still Requiring Further Action

	METRO STATION	Road Name	Location Description	Improvement Type
1	ADDISON ROAD-SEAT PLEASANT	East Capital Street (MD 214)	DC Line to Addison Road South	On Street Bike Facility
2	ADDISON ROAD-SEAT PLEASANT	Central Avenue (MD 214)	Addison Road South to I-495	On Street Bike Facility
3	ADDISON ROAD-SEAT PLEASANT	Station access road off Addison Road		Sidewalk
4	ADDISON ROAD-SEAT PLEASANT	Addison Road	Central Avenue to Wilburn Drive	Sidewalk
5	ADDISON ROAD-SEAT PLEASANT		Central Avenue along station area	Sidewalk
6	ADDISON ROAD-SEAT PLEASANT	Central Avenue (MD 332)	Addison Road to DC Line	On Street Bike Facility
7	ADDISON ROAD-SEAT PLEASANT		Central Avenue along station area	Sidewalk
8	ADDISON ROAD-SEAT PLEASANT	Cabin Branch Road	Central Avenue to Wilburn Drive	Sidewalk
9	ADDISON ROAD-SEAT PLEASANT		Central Avenue to Station Area	Sidewalk
10	ADDISON ROAD-SEAT PLEASANT	Station access road off Addison Road		Sidewalk
11	ADDISON ROAD-SEAT PLEASANT	Central Avenue	From Yost Place to Addison Road	Sidewalk
12	ADDISON ROAD-SEAT PLEASANT	Station access road off Addison Road		Sidewalk
13	BALLSTON-MU	N Pershing Dr	N Pershing Drive between Washington Blvd and Henderson Road	Wayfinding
14	BALLSTON-MU	Henderson Road	Henderson Road from N. Glebe Road to Arlington Blvd, S Abingdon Street, 3rd Street S, and S Wakefield Street	Wayfinding
15	BALLSTON-MU	16th St N and 14th St N	From Westover shopping center to Washington-Lee High School and Custis Trail along 16th and 15th streets N.	Wayfinding
16	BALLSTON-MU	N Woodstock St	N Woodstock Street between N Glebe Road and Lee Highway	Wayfinding
17	BALLSTON-MU	N Park Dr	N Park Drive from Arlington Blvd to N Vermont Street	Wayfinding
18	BALLSTON-MU	N Utah St, 11th St N, N Stafford St	N Utah St from Old Lee Highway to 11th St N to N Stafford St to Ballston Metro	Wayfinding
19	BALLSTON-MU	N Edison St	N Edison from Lubber Run Trail to Bluemont Junction Trail	Wayfinding
20	BENNING ROAD	Nannie Helen Burroughs Avenue NE	from 46th St NE to Gault PI NE	On Street Bike Facility
21	BENNING ROAD	Division Avenue NE	from Nannie Helen Burroughs Ave NE to E Capitol St NE	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
22	BENNING ROAD	Benning Road SE	from E Capitol St NE to Hillside Rd SE	On Street Bike Facility
23	BENNING ROAD	49th Street NE	from Nannie Helen Burroughs Ave NE to E Capitol St NE	On Street Bike Facility
24	BENNING ROAD	49th Street SE	from E Capitol St NE to C St SE	On Street Bike Facility
25	BENNING ROAD	Ridge Road SE	from Anacostia Rd SE to Ridge Playground	On Street Bike Facility
26	BENNING ROAD	E Street SE	from Texas Ave SE to Benning Rd SE	On Street Bike Facility
27	BENNING ROAD	Southern Avenue SE	from Fitch St SE to 51st St SE	On Street Bike Facility
28	BROOKLAND-CUA	Puerto Rico Ave	Taylor St to end	Sidewalk
29	BROOKLAND-CUA	9th Street		Sidewalk
30	BROOKLAND-CUA	9th St	Kearney St	Sidewalk
31	BROOKLAND-CUA	Perry St	13th St to 14th St	Sidewalk
32	BROOKLAND-CUA	13th St	Irving St to Hamlin St	Sidewalk
33	BROOKLAND-CUA	13th St	Quincy St to Otis St	Sidewalk
34	BROOKLAND-CUA	Hamlin St	7th St to end	Sidewalk
35	BROOKLAND-CUA	Jackson St	7th St to dorms	Sidewalk
36	BROOKLAND-CUA	11th Pl	Shepherd St to end	Sidewalk
37	BROOKLAND-CUA	Randolph St	13th St to 14th St	Sidewalk
38	BROOKLAND-CUA	Michigan Ave	John McCormack Rd to approx 9th St	Sidewalk
39	BROOKLAND-CUA	Michigan Ave	At 10th Street	Intersection
40	BROOKLAND-CUA	Michigan Ave	At 10th Street	Intersection
41	CHEVERLY	Bridge	From Station Area south	Trail/Path
42	CLARENDON	N Hartford St/N Highland St	Key Blvd to Wilson Blvd	On Street Bike Facility
43	CLARENDON	Washington Boulevard	Washington Boulevard between Wilson Boulevard and Arlington Boulevard	On Street Bike Facility
44	CLARENDON	10th St N	10th Street N between Washington Boulevard and Fairfax Dr	On Street Bike Facility
45	CLARENDON	N Highland St	N Highland Street between 10th Street N and Wilson Boulevard	On Street Bike Facility
46	COLUMBIA HEIGHTS	Irving Street NW	from 17th St NW to 626 Irving St NW	On Street Bike Facility
47	COLUMBIA HEIGHTS	14th Street NW	from Columbia St NW to Chapin St NW	On Street Bike Facility
48	COURT HOUSE	N Barton St	N Barton St from Lyon Street to 3rd Street to N Cleveland St to 1st Road N	Wayfinding
49	COURT HOUSE	14th St N	Arlington Blvd Trail to N Rhodes St	On Street Bike Facility
50	COURT HOUSE	Fairfax Dr	Fairfax Drive between Arlington Boulevard Trail and N. Barton Street	Wayfinding
51	CRYSTAL CITY	Jefferson Davis Hwy	12th St S to 26th St S	Sidewalk
52	CRYSTAL CITY	Clark-Bell St	15th St S to 26th St S	Other Spot Improvement
53	DUNN LORING-MERRIFIELD	Prosperity Avenue	Merillee Drive to Gallows Road	On Street Bike Facility
54	DUNN LORING-MERRIFIELD	Dorr Avenue	From Hilltop Road to Merrifield Avenue	On Street Bike Facility
55	DUNN LORING-MERRIFIELD	Hilltop Road	Cedar Lane to Lee Highway	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
56	DUNN LORING-MERRIFIELD	Eskridge Road	Lee Highway to Williams Drive	On Street Bike Facility
57	DUNN LORING-MERRIFIELD	Gallows Road	I-495 to Dunn Loring Metro	On Street Bike Facility
58	DUNN LORING-MERRIFIELD	Gallows Road	Lee Highway	On Street Bike Facility
59	DUNN LORING-MERRIFIELD	Telestar Court/Porter Road	Lee Highway to Gatehouse Road	On Street Bike Facility
60	DUNN LORING-MERRIFIELD	Prosperity Avenue	Lee Highway to Bend in Prosperity Avenue	On Street Bike Facility
61	DUNN LORING-MERRIFIELD	Prosperity Avenue	Arlington Boulevard to Lee Highway	On Street Bike Facility
62	DUNN LORING-MERRIFIELD	Gallows Road	Lee Highway	On Street Bike Facility
63	DUNN LORING-MERRIFIELD	Prosperity Avenue	Bend in Prosperity Avenue to Merrilee Drive	On Street Bike Facility
64	DUNN LORING-MERRIFIELD	Gatehouse Road	Gallows Road to Slater Lane	On Street Bike Facility
65	DUPONT CIRCLE	N Street NW	from Connecticut Ave NW to St Matthews Ct NW	On Street Bike Facility
66	DUPONT CIRCLE	Florida Avenue NW	from Connecticut Ave NW to Massachusetts Ave NW	On Street Bike Facility
67	DUPONT CIRCLE	Massachusetts Avenue NW	from Dupont Cir to Bataan St NW	On Street Bike Facility
68	DUPONT CIRCLE	22nd Street NW	from Massachusetts Ave NW to Q St NW	On Street Bike Facility
69	DUPONT CIRCLE	Florida Avenue NW	from V St NW to Connecticut Ave NW	On Street Bike Facility
70	DUPONT CIRCLE	Connecticut Avenue NW	from Wyoming Ave NW to Jefferson Pl NW	On Street Bike Facility
71	DUPONT CIRCLE	17th Street NW	from Massachusetts Ave NW to N St NW	On Street Bike Facility
72	DUPONT CIRCLE	22nd Street NW	from Q St NW to Ward Pl NW	On Street Bike Facility
73	FOGGY BOTTOM-GWU	M Street NW	from Wisconsin Ave NW to Pennsylvania Ave NW	On Street Bike Facility
74	FOGGY BOTTOM-GWU	G Street NW	from Virginia Ave NW to 20th St NW	On Street Bike Facility
75	FOGGY BOTTOM-GWU	F Street NW	from Rock Creek and Potomac Parkway to 20th St NW	On Street Bike Facility
76	FOGGY BOTTOM-GWU	22nd Street NW	from Ward Pl NW to Virginia Ave NW	On Street Bike Facility
77	FOGGY BOTTOM-GWU	G Street NW (extension)	from Rock Creek and Potomac Parkway to Virginia Ave	On Street Bike Facility
78	FRANCONIA-SPRINGFIELD		Southwest Station Area	Trail/Path
79	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
80	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
81	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
82	FRANCONIA-SPRINGFIELD		Southwest Station Area	Trail/Path
83	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
84	FRANCONIA-SPRINGFIELD		Southwest Station Area	Trail/Path

	METRO STATION	Road Name	Location Description	Improvement Type
85	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
86	FRANCONIA-SPRINGFIELD		Southern Station Entrance	Bike Parking
87	GREENSBORO	trail/path	Old Courthouse Rd to Station Entrance on Leesburg Pike	Trail/Path
88	HUNTINGTON		Station parking lot	On Street Bike Facility
89	HUNTINGTON		Station parking lot	On Street Bike Facility
90	HUNTINGTON		Kings Highway at Farmington Drive	Intersection
91	LANDOVER	73rd Avenue	Buchanan Street to Parkwood Street	Trail/Path
92	LANDOVER	Trail	Station Area to Fairwood Road	Trail/Path
93	LANDOVER	Parkwood Street	Warner Avenue to Taylor Street	Trail/Path
94	MCPHERSON SQUARE	Vermont Avenue NW	from Massachusetts Ave NW to K St NW	On Street Bike Facility
95	MCPHERSON SQUARE	15th Street NW	from K St NW to I St NW	On Street Bike Facility
96	MCPHERSON SQUARE	15th Street NW	from I St NW to Pennsylvania Ave	On Street Bike Facility
97	MCPHERSON SQUARE	Madison Square	from Pennsylvania Ave NW to H St NW	On Street Bike Facility
98	MCPHERSON SQUARE	H Street NW	from Madison Sq to 15th St NW	On Street Bike Facility
99	MCPHERSON SQUARE	Pennsylvania Avenue NW	from White House to 15th St NW	On Street Bike Facility
100	MT VERNON SQ 7TH ST-CONVENTION CENTER	M ST	From MBT/NoMa - Gallaudet U Univ Station to Thomas Circle	On Street Bike Facility
101	MT VERNON SQ 7TH ST-CONVENTION CENTER	M Street NW/NE	Florida Ave to Thomas Circle	On Street Bike Facility
102	NOMA-GALLAUDET U	L St	From I-395 interchange to MBT	On Street Bike Facility
103	NOMA-GALLAUDET U	K St	From New Jersey Ave NW to West Virginia Ave NE	On Street Bike Facility
104	NOMA-GALLAUDET U	M ST	From MBT/NoMa - Gallaudet U Univ Station to Thomas Circle	On Street Bike Facility
105	NOMA-GALLAUDET U	M Street NW/NE	from 1st St NW to Florida Ave NE	On Street Bike Facility
106	PENTAGON CITY	Army Navy Dr	S 12th St & Joyce St	On Street Bike Facility
107	PENTAGON CITY	12 St S	Clark-Bell St to Pentagon City Metro	On Street Bike Facility
108	PENTAGON CITY	Army Navy Dr	Army Navy Drive between S Joyce Street and 12th Street S	On Street Bike Facility
109	ROCKVILLE	Park Rd	Hungerford Dr to Grandin Ave	On Street Bike Facility
110	ROCKVILLE	Dover Rd	N Horners Ln to Gude Dr	On Street Bike Facility
111	ROCKVILLE	Dawson Ave ext	N Washington St to Hungerford Dr/Rockville Pike	On Street Bike Facility
112	ROCKVILLE	Martins Ln	Mannakee St to Washington St	On Street Bike Facility
113	ROCKVILLE	Hungerford Dr	Mannakee St to N Washington St	On Street Bike Facility
114	ROCKVILLE	First St	Rockville Pike to Veirs Mill Rd	On Street Bike Facility
115	ROCKVILLE	Mannakee St	Beall Ave to Martins Ln	On Street Bike Facility
116	ROCKVILLE	Washington St	Jefferson St to Hungerford Dr	On Street Bike Facility
117	ROCKVILLE	Monroe St	Monroe Pl to Fleet St	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
118	ROCKVILLE	Maryland Ave	Great Falls Rd to Washington St	On Street Bike Facility
119	ROCKVILLE	Mannakee St	Martins Ln to Hungerford Dr	On Street Bike Facility
120	ROCKVILLE		Bus bay entrance	Intersection
121	ROCKVILLE		Park Road at Stonestreet Ave	Intersection
122	ROCKVILLE		Park Road at Stonestreet Ave	Intersection
123	ROCKVILLE		Park Road at Stonestreet Ave	Intersection
124	ROSSLYN	Arlington Ridge Rd/Rt 110	Wilson Blvd to Iwo Jima Memorial	Trail/Path
125	ROSSLYN	N Lynn St	N Lynn Street between Fairfax Drive and Wilson Blvd	On Street Bike Facility
126	ROSSLYN	N Nash St	Fort Myer Dr to Wilson Blvd (southbound)	On Street Bike Facility
127	ROSSLYN	19th St N	Fort Myer Dr to N Kent St	On Street Bike Facility
128	ROSSLYN	Key Blvd	EB, N Quinn St to N Nash St	On Street Bike Facility
129	ROSSLYN	pedestrian access	between Ft Myer Dr and N Lynn St at Metro	Other Spot Improvement
130	ROSSLYN	N Nash St/17th St N	Wilson Blvd to Fort Myer Dr	On Street Bike Facility
131	ROSSLYN	Arlington Blvd Trail	N Queen St to Ft Myer Dr	Trail/Path
132	ROSSLYN	Fort Myer Drive	Fort Myer Drive between Lee Highway and Fairfax Drive south of Arlington Boulevard	On Street Bike Facility
133	ROSSLYN	N Arlington Ridge Rd	N Kent St to Wilson Blvd	Trail/Path
134	ROSSLYN	17th St N/N Kent St	Fort Myer Dr to 19th St N	Trail/Path
135	ROSSLYN	N Meade St	N Meade St between 14th St N and Fort Myer Drive	On Street Bike Facility
136	ROSSLYN	Fairfax Dr	Fort Myer Dr to N Lynn St	On Street Bike Facility
137	ROSSLYN	N Nash St	Fort Myer Dr to Wilson Blvd (northbound)	On Street Bike Facility
138	ROSSLYN	Wilson Blvd	N Nash St to bikeshed boundary	On Street Bike Facility
139	ROSSLYN	N Lynn St	N Lynn Street between Lee Highway and Wilson Blvd	On Street Bike Facility
140	ROSSLYN	Lee Hwy Ramp to I66	Lee Hwy Ramp to I66	Trail/Path
141	ROSSLYN	14th St N	Arlington Blvd Trail to N Rhodes St	On Street Bike Facility
142	ROSSLYN		Wilson Boulevard at Nash Street	Other Spot Improvement
143	ROSSLYN		Wilson Boulevard at N Lynn Street	Other Spot Improvement
144	ROSSLYN	Fort Meyer Dr	At future 18th St N alignment	Intersection
145	SHAW-HOWARD U	Rhode Island Avenue NW	from Logan Circle to N Capitol St NW	On Street Bike Facility
146	SILVER SPRING		NP	Intersection
147	SOUTHERN AVENUE	Trail	23rd Place to Naylor Road	Trail/Path
148	SOUTHERN AVENUE	Oxon Run Trail	From station to main trail	Trail/Path
149	SOUTHERN AVENUE	Trail	23rd Place to Oxon Run	Trail/Path
150	SOUTHERN AVENUE	Sidewalk	Between Southern Ave and Bus Bays	Sidewalk
151	SOUTHERN AVENUE	Sidewalk	Connect North Anvil Lane to Metro access road	Sidewalk
152	SOUTHERN AVENUE	Southern Avenue, Wheeler Road, Mississippi Avenue	NP	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
153	SOUTHERN AVENUE	Wheeler Road SE	from Bellevue St SE to Southern Ave SE	On Street Bike Facility
154	SOUTHERN AVENUE	Trail	Connect Southern Avenue Station to THEARC across Oxon Run	Trail/Path
155	SUITLAND	Silver Hill Road	MD 5 to Suitland Road	Sidewalk
156	SUITLAND	Navy Day Drive	Silver Hill Road to Census security gate	Sidewalk
157	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	11th Street NW	from Vermont Ave NW to Vermont Ave NW	On Street Bike Facility
158	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	Vermont Avenue NW	from 11th St NW to 12th St NW	On Street Bike Facility
159	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	Vermont Avenue NW	from Florida Ave NW to 11th St NW	On Street Bike Facility
160	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	Florida Avenue NW	from 11th St NW to Vermont Ave NW	On Street Bike Facility
161	UNION STATION	E Street NE	from N Capitol St NW to Columbus Cir NE	On Street Bike Facility
162	UNION STATION	Massachusetts Avenue NE	from Columbus Cir NE to 4th St NE	On Street Bike Facility
163	UNION STATION	Massachusetts Avenue NW	from New Jersey Ave NW to Columbus Cir NE	On Street Bike Facility
164	UNION STATION	North Capitol St	North Capitol St / Massachusetts Ave	Intersection
165	UNION STATION	Massachusetts Ave	Massachusetts Ave / E St NE	Intersection
166	VAN DORN STREET	New Road	Station to Pickett Street	
167	WEST FALLS CHURCH-VT/UVA	Buckelew Drive	Buckelew Dr and Shreve Rd	Intersection
168	WHEATON	Price Ave	Georgia Ave to Fern St	On Street Bike Facility
169	WHEATON	Valleyview Dr/Mall Ring Rd	From Hillsdale Dr to LB-3	On Street Bike Facility
170	WHEATON	Kensington Blvd	From Veirs Mill Rd to Fenimore Rd/SR-21	On Street Bike Facility
171	WHEATON	Plyers Mill Rd	From Beach Dr to Georgia Ave	On Street Bike Facility
172	WHEATON	Fenimore Rd	From Galt Ave to Grandview Ave	On Street Bike Facility
173	WHEATON	Carmody Dr	Alberti Dr to Horde St	On Street Bike Facility
174	WHEATON	McComas Ave/Douglas Ave	From Peregoy Dr & Amherst Dr	On Street Bike Facility
175	WHEATON	Elkin St	Price Ave to Amherst Ave	On Street Bike Facility
176	WHEATON	East Ave	From Upton Dr to Mall Ring Rd	On Street Bike Facility
177	WHEATON	Fern Rd	Reedie Dr to University Ave	On Street Bike Facility
178	WHEATON	East Ave	University to Mall Ring Road	On Street Bike Facility
179	WHEATON	Windham Lane	From Amherst Ave to Horde St	On Street Bike Facility
180	WHEATON	Upton Dr	End of Upton Dr to Galt Ave	On Street Bike Facility
181	WHEATON	Prichard Rd/Horde St	From Amherst Ave to Windham Ln	On Street Bike Facility
182	WHEATON	Windham Lane	From Amherst Ave to the Sligo Creek Trail	On Street Bike Facility
183	WHEATON	Grandview Ave	Kensington to Reedie	On Street Bike Facility
184	WHEATON	Veirs Mill Rd	From Georgia Ave to Kensington Blvd	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
185	WHEATON	Trail	University Bl to East Ave	Trail/Path
186	WHEATON	Mall Ring Rd	From Torrance Ct to Reedie Dr entrance	On Street Bike Facility
187	WHEATON	New Street	Leesborough Circle to Elkin to Blueridge	Other Spot Improvement
188	WHEATON	Blueridge Ave	From Galt Ave to Amherst Ave	On Street Bike Facility
189	WHEATON	Alberti Dr	Inwood Ave to Horde St	On Street Bike Facility
190	WHEATON	Amherst Ave	Dennis Ave to Arcola Ave	On Street Bike Facility
191	WHEATON	Grandview Ave	From Reedie Dr to Dawson Ave	On Street Bike Facility
192	WHEATON	Kensington Blvd	From Upton Dr to Fenimore Rd/SR-21	On Street Bike Facility
193	WHEATON	Upton Dr	From Hillsdale Dr & East Dr	On Street Bike Facility
194	WHEATON	Georgia Ave	From Windham Ln & Reedie Dr	On Street Bike Facility
195	WHEATON	Torrance Ct	From Douglas Ave to Mall Ring Rd	On Street Bike Facility
196	WHEATON	Reedie Dr	From Mall Ring Rd to Amherst Ave	On Street Bike Facility
197	WHEATON	Mall Ring Rd	From LB-3 to SR-25	On Street Bike Facility
198	WHEATON	Elkin St	From Amherst Ave to Sector Plan Boundary	On Street Bike Facility
199	WHEATON	Mall Ring Rd	From Faulkner Place to Reedie Dr entrance	On Street Bike Facility
200	WHEATON	Galt Ave	From Fenimore Rd to Dawson Ave	On Street Bike Facility

PEDESTRIAN & BICYCLE PRIORITY INITIATIVES

Developed for Inclusion in the TPB's
2018 Long-Range Transportation Plan
Visualize 2045

John Swanson
Transportation Planner

Transportation Planning Board
January 17, 2018

Agenda Item #12



National Capital Region
Transportation Planning Board

Presentation Overview

- Regional Policy Framework
- New Long-Range Plan: Visualize 2045
- Priority Initiative 1: Completion of the National Capital Trail
- Priority Initiative 2: Access Improvements to High-Capacity Transit Stations

Recommendation to the TPB:

Endorse the two priority initiatives for inclusion in Visualize 2045 and for use in regional planning activities.



National Capital Region
Transportation Planning Board

Agenda Item #12: Pedestrian & Bicycle Priority Initiatives | 2
January 17, 2018

Regional Policy Framework

TPB Vision (1998)

- “Make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.”

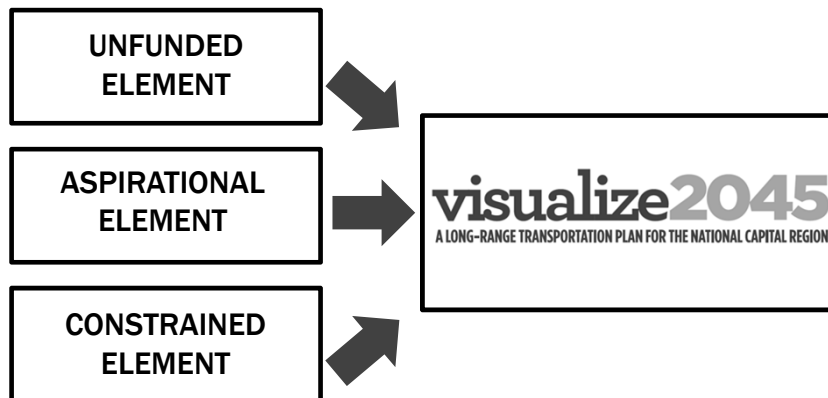


Regional Transportation Priorities Plan (2014)

- Expansion of pedestrian and bicycle infrastructure throughout the region
- Activity Centers: Connections and Circulation



New Long-Range Plan



Bike-Ped Priorities for *Visualize 2045*

ASPIRATIONAL ELEMENT

1. National Capital Trail
2. Access Improvements to High-Capacity Transit Stations



Why these Priorities?

- Promote regional policies
- Build on existing work
- Connect to the regional system



Priority Initiative 1: Completion of the National Capital Trail



Mount Vernon Trail (BeyondDC, flickr.com)

“The NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

-NPS Paved Trails Plan, 2016



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Evolution of an Idea

- 1990: National Park Service *Paved Recreation Trails of the National Capital Region*
- 2014: TPB Bicycle Beltway Working Group
- 2016: National Park Service's *Paved Trails Plan*



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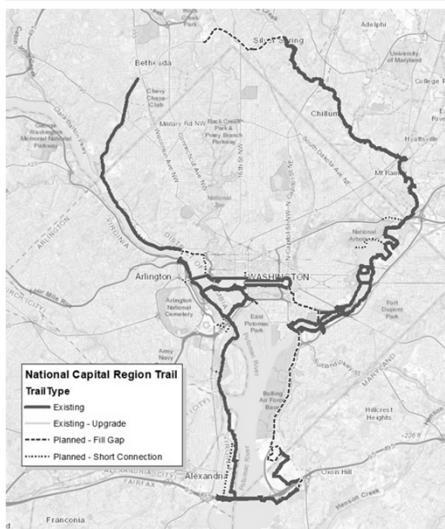
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Working Group Vision

- Connect major attractions, Activity Centers, and Transit Stations
- Attract both visitors and residents
- Be useable by persons of all ages and abilities
- Include clear and consistent wayfinding
- Provide good connections to surrounding communities
- Be an all-weather facility
- Be achievable or “within reach” financially and politically
- Use existing Right of Way and existing facilities wherever possible
- Be maintained in a State of Good Repair



Achievable Next Steps



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



Priority Initiative 2: Access Improvements to High-Capacity Transit Stations

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

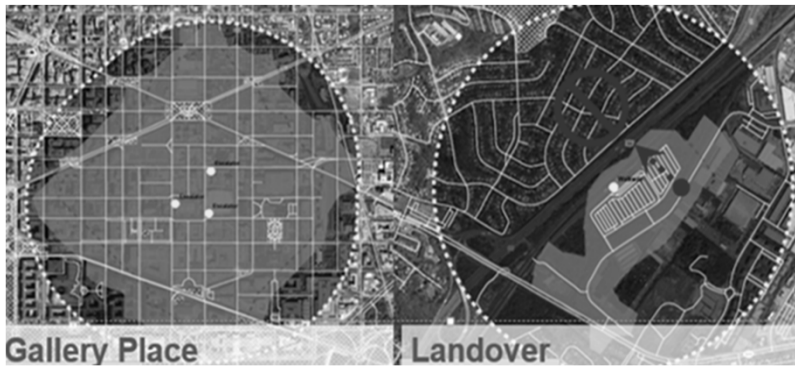


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Walksheds Vary Among Stations



WMATA



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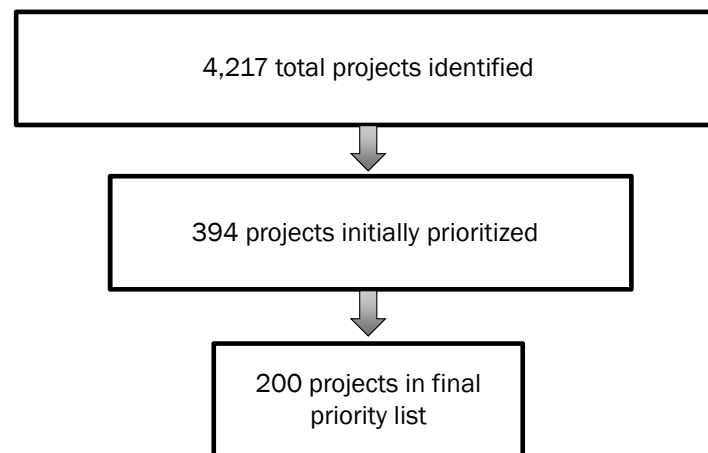
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Building on Past Work

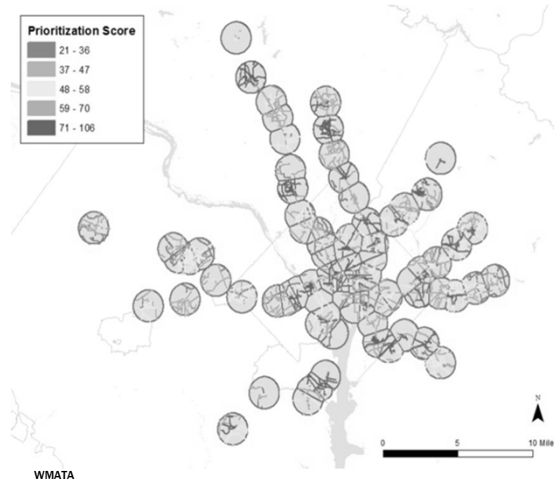
- 2015: TPB study “Improving Bicycle and Pedestrian Access at Select Rail Stations” (TCSP funded) – Identified station access improvements at 25 rail stations
- 2016: WMATA “Metrorail Station Investment Strategy” – Identified station access improvements for all remaining stations (91 total stations)



WMATA Prioritization



Prioritization of Projects



Because realities on the ground may have changed, this prioritization process should be considered illustrative.

Next Steps: A Call to Action

Recommendation to the TPB:

Endorse the two priority initiatives for inclusion in Visualize 2045 and for use in regional planning activities.

- Use the priorities as a factor in selecting projects for the TLC Program and the Transportation Alternatives Program
- Consider pursuing funding for these priorities as a region (e.g., through a TIGER application)
- Promote implementation at the local level



The Ride Starts (Joe Flood, flickr.com)

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