

# NATIONAL CAPITAL TRAIL NETWORK

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## Of the TPB's 2018 Long-Range Transportation Plan *Visualize 2045*

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Citizens Advisory Committee  
July 16, 2020

# Overview of Today's Presentation

- Background leading to the development of the National Capital Trail Network (NCTN)
- Review of network development process
- Criteria used for designation of an existing or planned trail to be on the network
- Benefits
- Revised Map
- Next steps



Mount Vernon Trail (BeyondDC, flickr.com)

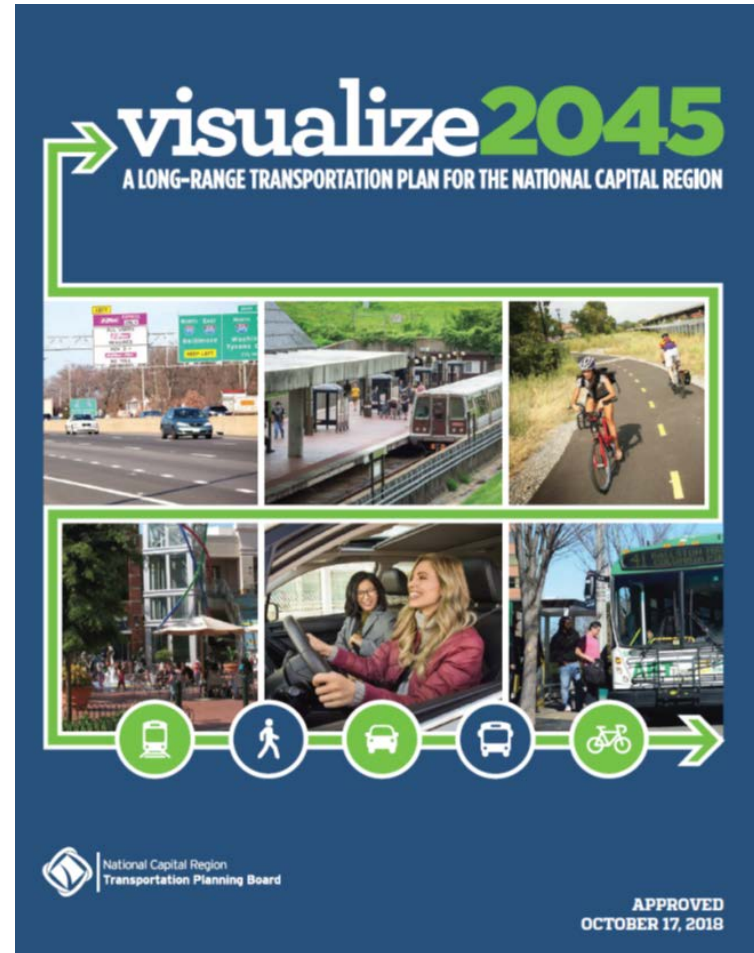
# Background

- 2014- 2016 – Bicycle and Pedestrian Subcommittee worked with the National Park Service and other partners to define the National Capital Trail, a 60-mile circumferential trail in the region’s central jurisdictions
- 2016-2018 – The Capital Trails Coalition (housed at WABA and Rails to Trails) expands the National Capital Trail route into trails plan covering the core of the Washington Region,



# TPB Adopts the National Capital Trail

- October 2018 – TPB adopted the National Capital Trail as an Aspirational Element of Visualize 2045
- December 2018 – TPB Resolution R20-2019 directed TPB staff to build upon the National Capital Trail to create a regional trail network that extends into all TPB member jurisdictions, making use of work done by TPB and others.



# Review of Activities to Prepare the NCTN Map

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- Data Gathering (2019-2020)
  - Reviewed and adapted Capital Trails Coalition information
  - Obtained additional information from jurisdictions/areas not in the original coverage (e.g. Charles, Frederick, Loudoun, Prince William) or updated since (e.g. Montgomery)
- Subcommittee Review
  - TPB Bicycle and Pedestrian Subcommittee endorsed use of the Capital Trails Coalition's data (March 2019); trail selection criteria (May 2019); initial draft map (January 2020)
  - TPB Technical Committee reviewed map, provided comments for further work (February 2020); revised map presented to TPB review (June 2020)
- Final map revised in City of Manassas (6/2020)





# Criteria for NCTN Inclusion

- Long-distance facilities (many local trails not included)
- Accessible for all ages and abilities; designed for non-motorized use; suitable for both transportation and recreation
- Off-street path width minimums (10 feet for new construction, 8 feet for existing paths); must be paved
- On-street facilities must be protected from moving traffic (i.e. parked cars, curbs, flexposts)
- Must have connectivity to the overall regional network (limited exemptions to above criteria allowed to ensure connectivity)
- Can be existing or planned (must be in an approved plan)



Virginia Avenue S.E.

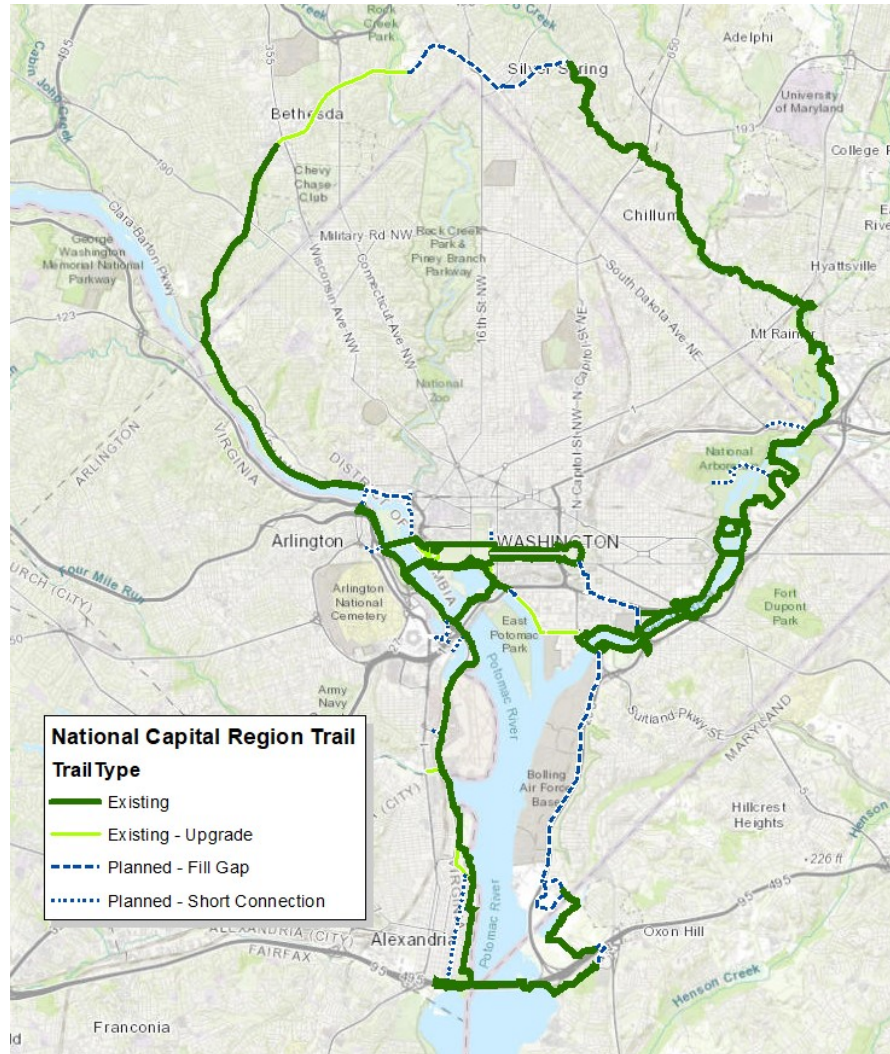
# Benefits

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- Long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian facilities
  - 1400+ miles of facilities (645 miles already exist)
- Healthy, low-stress access to open space
- Clean, inexpensive, reliable transportation
- Serves most people, Activity Centers
  - 136 of 141 Activity Centers and 308 of 351 Equity Emphasis Areas are within ½ mile of the network
  - 54% of the population are within ½ mile, 98% of jobs within 2 miles



# National Capital Trail (2018)



- TPB adopted in October 2018 as an Aspirational Element of Visualize 2045
  - 60 total miles total
  - 21 miles unconstructed
  - 3 miles need upgrading



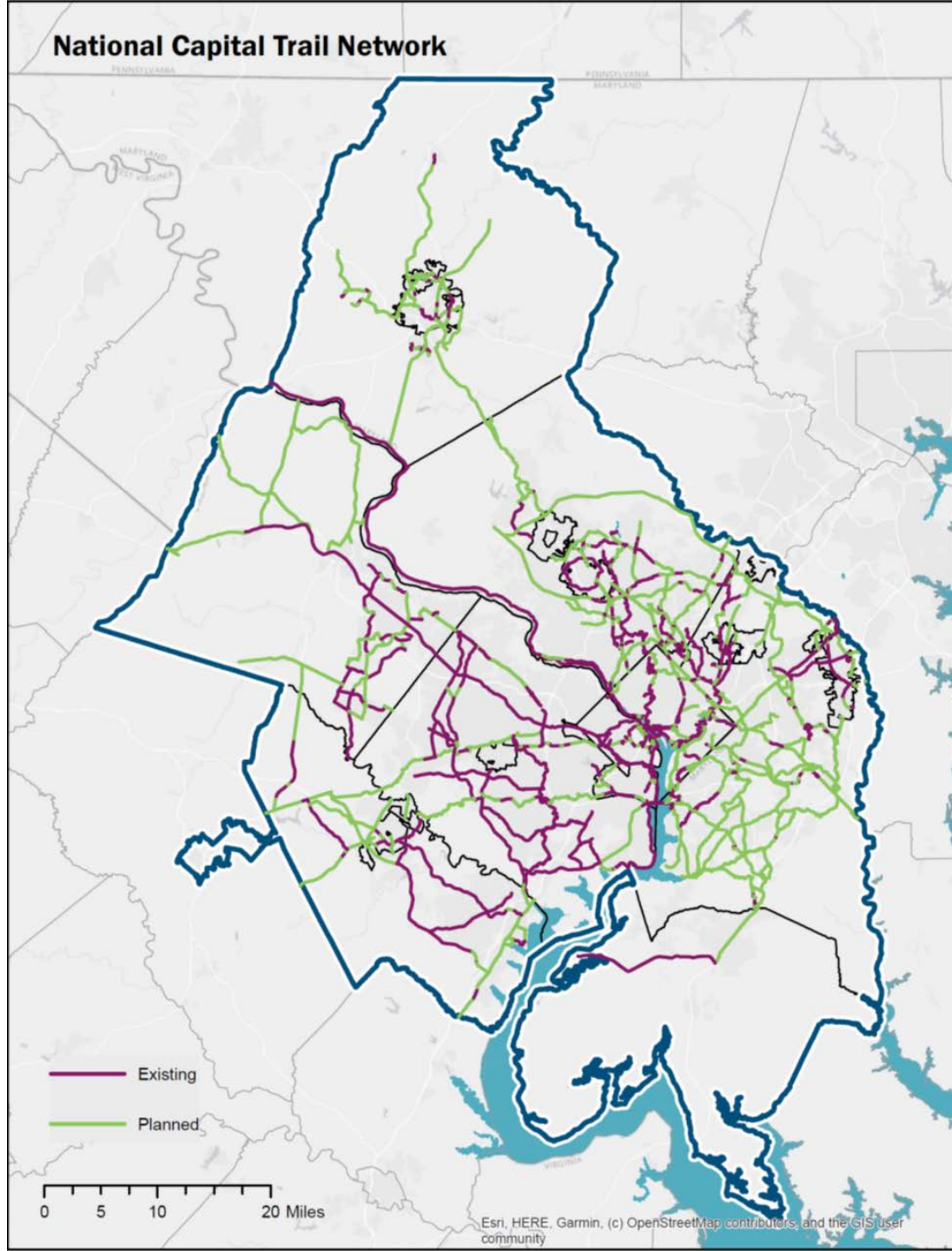


# National Capital Trail Network Map (2020)

<https://www.mwcog.org//maps/map-listing/national-capital-trail/>



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# Next Steps

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- TPB to Review and Adopt Resolution R5-2021
- Use NTCN to help prioritize funding
  - Transportation Alternatives Program
  - Transportation – Land Use Connections Program
- Network updates
  - Periodic updates to the network to reflect new facilities, new information
- Update of the overall Regional Bicycle and Pedestrian Plan in FY 2021, with the NCTN included



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