

PEDESTRIAN & BICYCLE PRIORITY INITIATIVES

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

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TPB Technical Committee
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Overview

- Regional Policy Framework
- New Long-Range Plan: Visualize 2045
- Priority Initiative 1: Completion of the National Capital Trail
- Priority Initiative 2: Metrorail Station Access Improvements



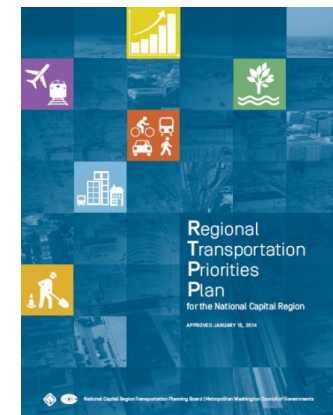
Regional Policy Framework

TPB Vision (1998)

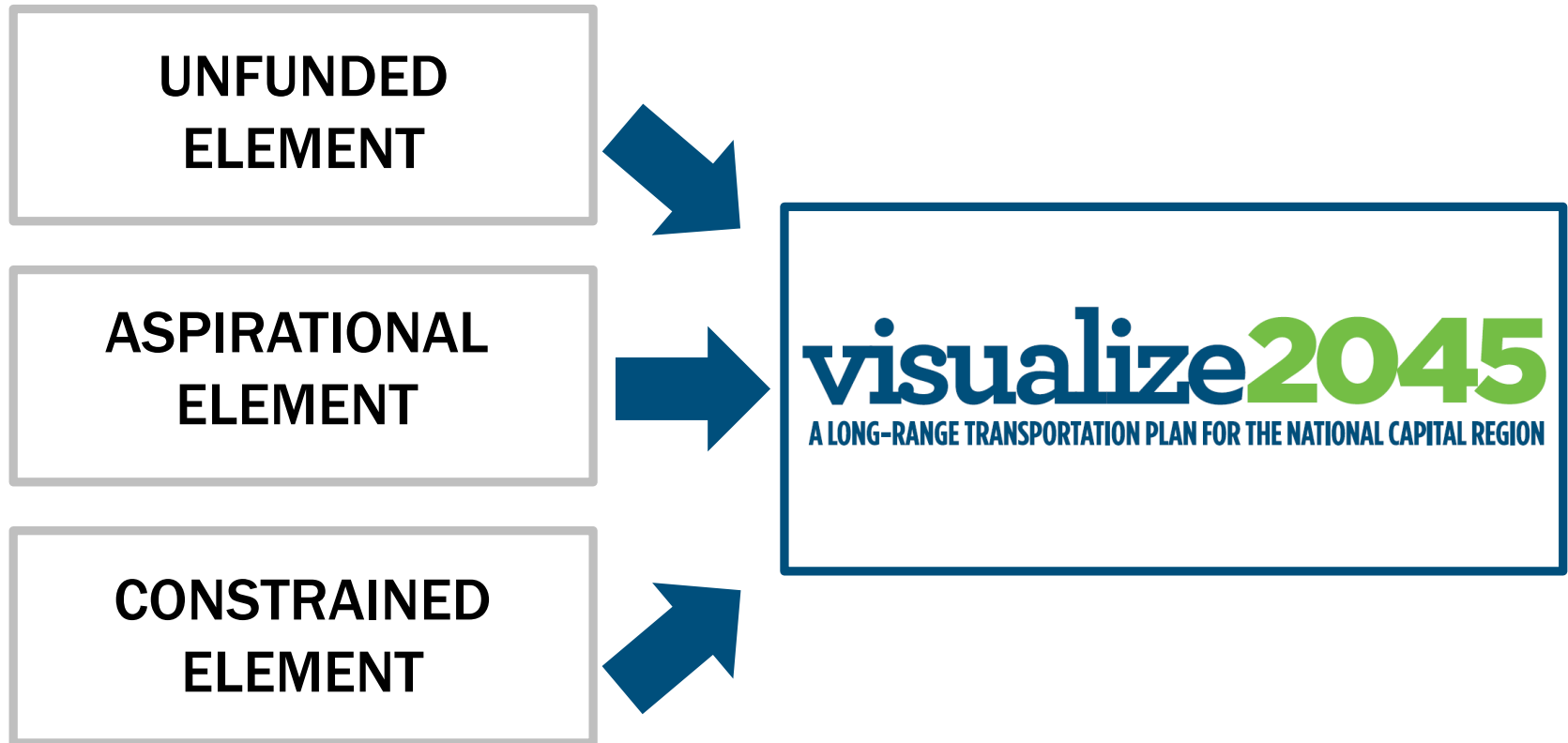
- “Make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.”

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. Metrorail Station Access Improvements



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)

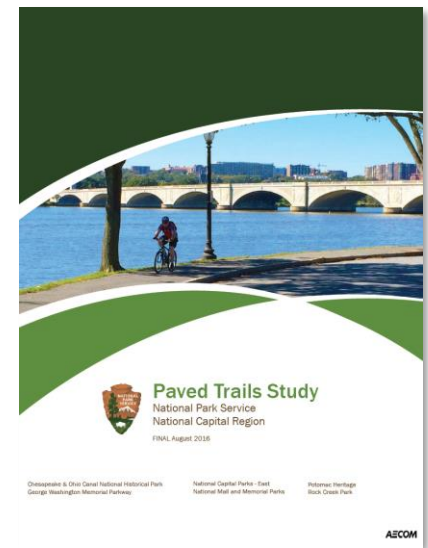
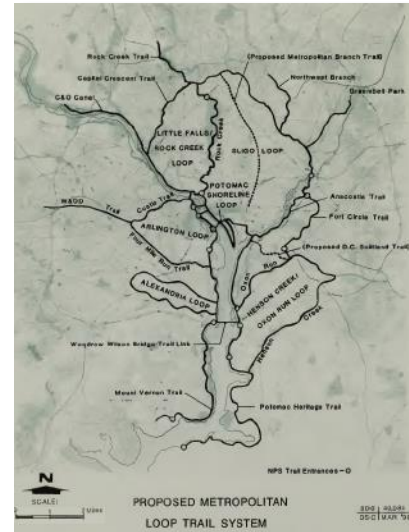
“The NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

-NPS Paved Trails Plan, 2016



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*

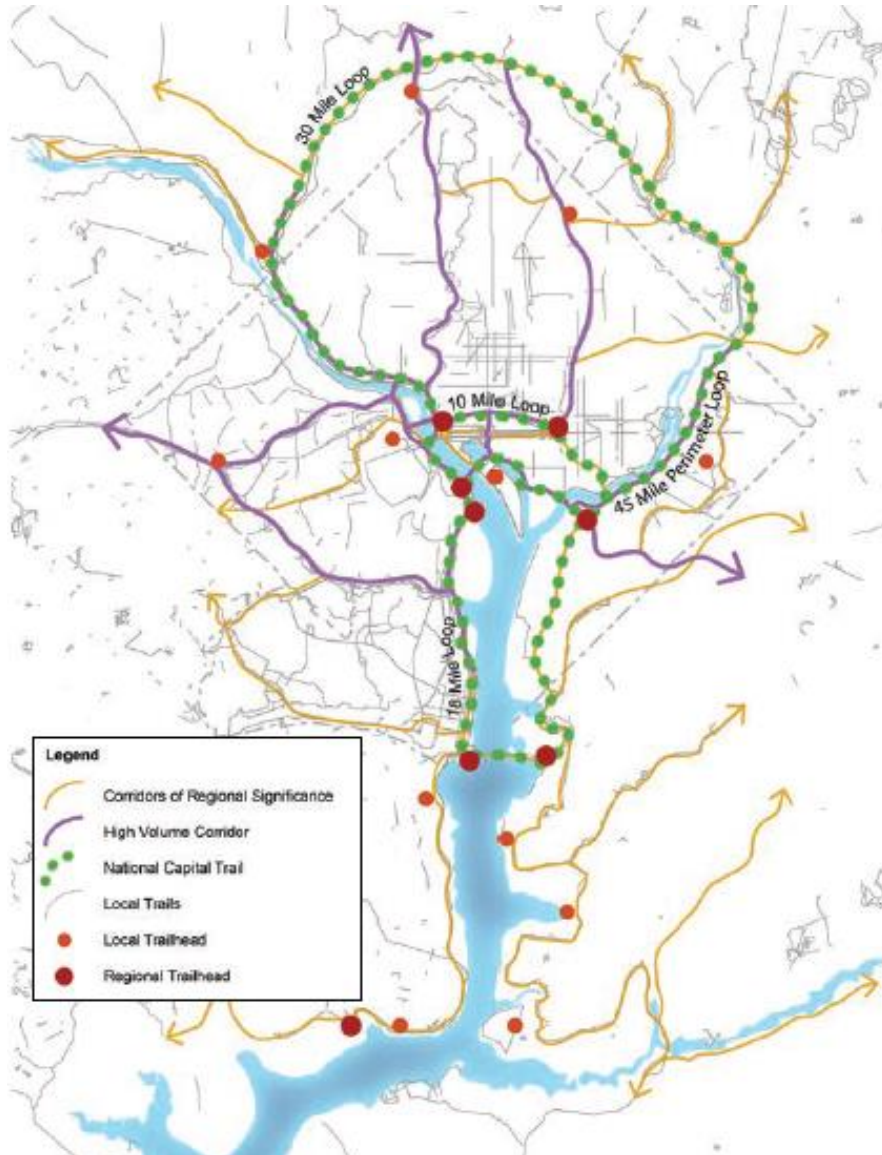


Working Group Vision

- 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



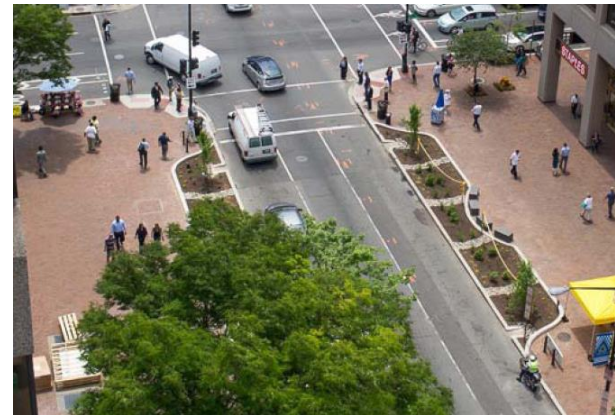
Achievable Next Steps



- 53 total miles total
- 14 miles unconstructed
- 3 miles need upgrading

Priority Initiative 2: Metrorail Station Access Improvements

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



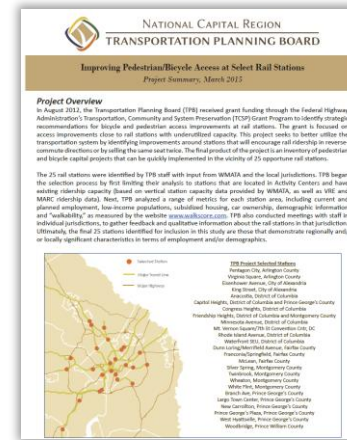
Walksheds Vary Among Stations



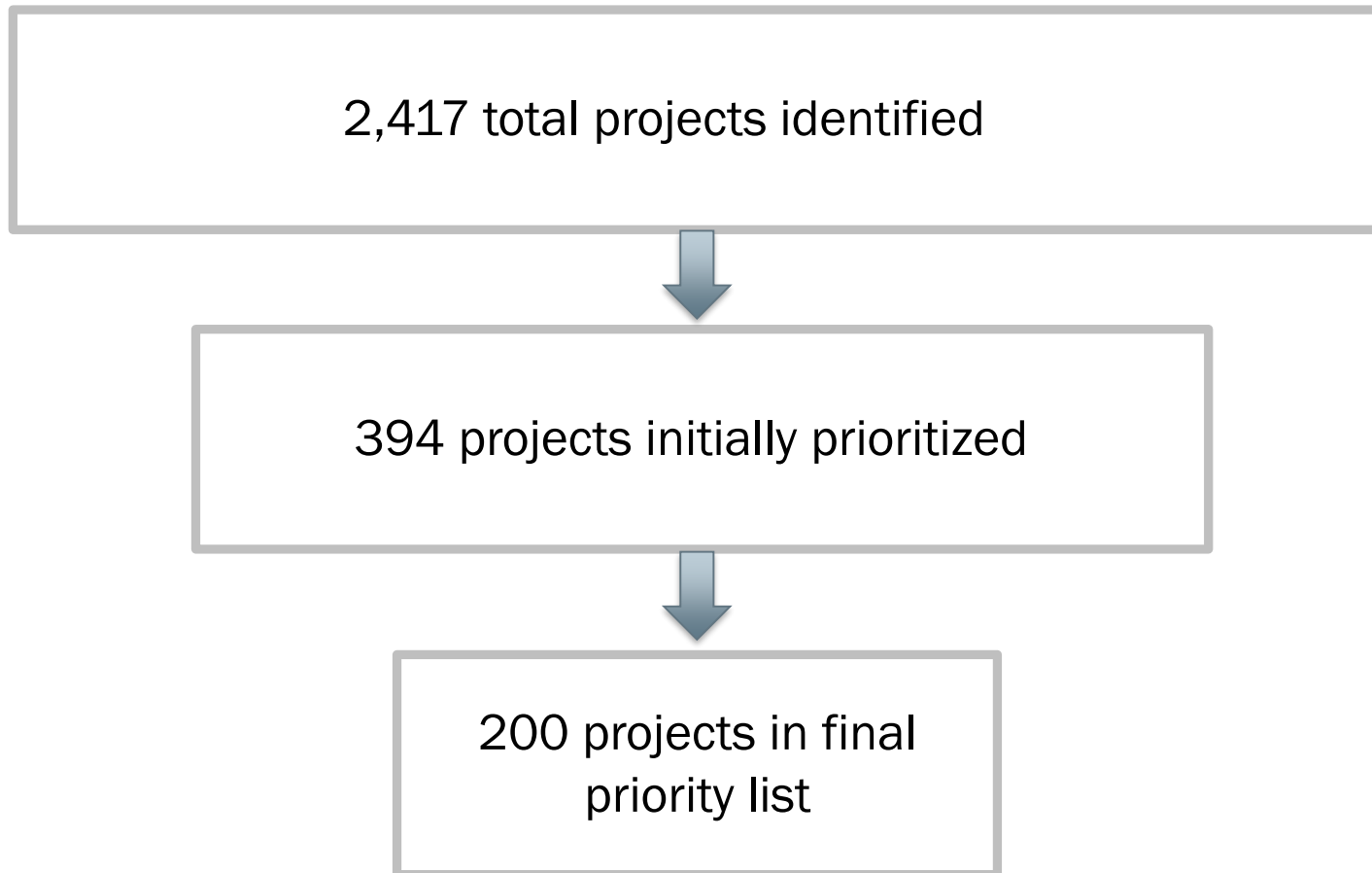
WMATA

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)

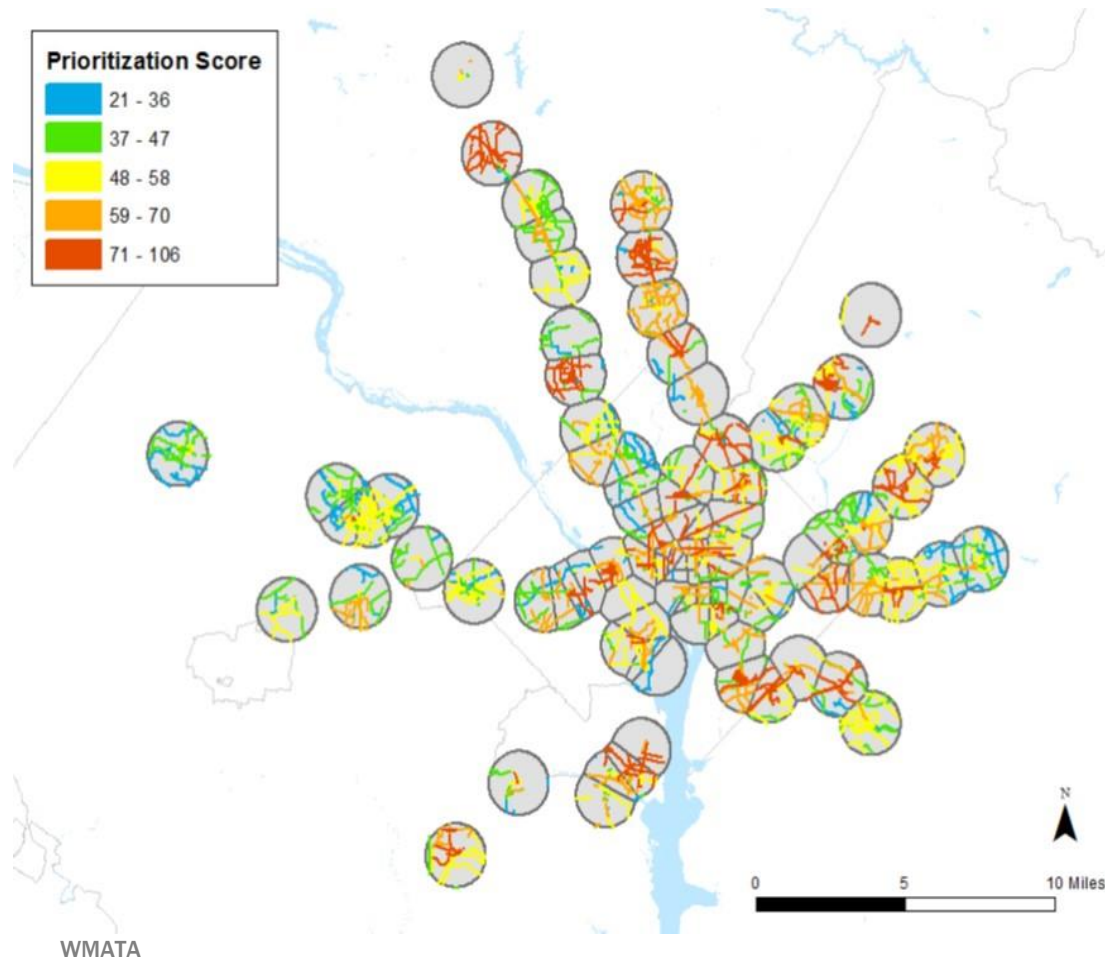


WMATA Prioritization



Prioritization of Projects

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



Comments from Bike/Ped Subcommittee

At the Bike/Ped Subcommittee meeting on November 29, the following comments were made:

- Consider augmenting the description of the unbuilt segments of the National Capital Trail by adding in short connector trails.
- Consider changing the 2nd priority initiative from “Metrorail Station Access Improvements” to “Transit Access Improvements.”
- Consider whether/how Visualize 2045 should include the Bike/Ped Subcommittee’s existing “Top Priority Unfunded Projects” list, which has projects in all major jurisdictions.
- Ensure that the Constrained Element of Visualize 2045 accounts for bike/ped capacity that is included in planned road projects.



Next Steps: A Call to Action

- Incorporate priority initiatives into *Visualize 2045*
- 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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