

Bike/Ped Subcommittee of the TPB Technical Committee

5/21/2019

Item 6

DRAFT Criteria for Network Inclusion

- Based on criteria provided by the Capital Trails Coalition
- The CTC criteria was finalized 08.01.16 by the Analytics working group and refined on 08.17.17
- The full Coalition was given input on the initial draft criteria at the 06.23.16 Coalition meeting
- Bike/Ped Subcommittee discussed the criteria at the January 24, 2019 meeting. Proposed criteria below based on comments at the Subcommittee.

	Capital Trails Coalition Criteria	Proposed TPB Criteria	Corresponding Bicycle Beltway Vision/National Capital Trail Provisions
Off-road/On-road	<p>Off-street, separated from moving traffic.</p> <ul style="list-style-type: none"> ● Provision for on-street facilities for connection <p>On-street facility trail connectors may not be accessible to all ages and abilities and will be marked as “needs improved” for continuous trail connection.</p>	<p>Off-street, separated from moving traffic.</p> <ul style="list-style-type: none"> ● On-street facilities: <ul style="list-style-type: none"> ○ Where necessary to connect off-street facilities ○ Protected from moving traffic <ul style="list-style-type: none"> ■ Unprotected in short segments to accommodate design constraints ○ Goal is “Accessible for all ages and abilities” 	<p>Be useable by persons of all ages and abilities</p> <ul style="list-style-type: none"> ● Principally off-street, with high-quality on-street connections and crossings ● Avoid steps and steep grades
Width	<p>10-12 feet minimum.</p> <ul style="list-style-type: none"> ● Designed for probable use ● Wider if demand warrants ● Narrower in short segments to accommodate design constraints <p>8 feet minimum acceptable for existing trails (2017), but 10 feet minimum required for new trails.</p>	<p>Off-Road: 10-12 feet minimum</p> <ul style="list-style-type: none"> ● Designed for probable use ● Wider if demand warrants ● Narrower in short segments to accommodate design constraints ● 8 feet minimum acceptable for existing trails, but 10 feet minimum required for new trails. 	<p>Implicit</p>

Design Standards	<p>“New” trails (from Planned to Existing, post 2017) designed according to best practices. E.g., AASHTO standards</p>	<p>Designed according to best practices.</p> <ul style="list-style-type: none"> • E.g., AASHTO standards 	Implicit
Types of Use	Designed for non-motorized use.	Designed for non-motorized use.	Implicit
Paved/Unpaved	<p>Paved</p> <ul style="list-style-type: none"> • Firm, crushed stone where appropriate • Boardwalks and bridges are acceptable 	<p>Paved</p> <ul style="list-style-type: none"> • Firm, crushed stone where appropriate • Boardwalks and bridges are acceptable 	<ul style="list-style-type: none"> • Be an all-weather facility
Relation to the Network	<p>Is directly connected to the overall system or will be part of the system with the completion of future planned trails.</p> <ul style="list-style-type: none"> • This connection also needs to be in the form of a physical multi-use trail • “Thematic” connections are not acceptable <p>Each trail should connect to the overall network at at-least one point. Even if individual trail segments are short, the completed trail should connect places</p>	<p>Directly connected to the overall system or will be part of the system with the completion of future planned trails.</p> <ul style="list-style-type: none"> • This connection needs to be in the form of a physical shared-use path or a protected on-street facility • “Thematic” connections are not acceptable <p>Each trail must connect to the overall network at at-least one point.</p>	<ul style="list-style-type: none"> • Principally off-street, with high-quality on-street connections and crossings • Avoid steps and steep grades
Transportation/ Recreation	<p>Well-suited for serving both transportation and recreation purposes. Connecting people to transit, activity centers, and recreation areas</p>	<p>Well-suited for both transportation and recreation.</p> <ul style="list-style-type: none"> • Connects people to transit, activity centers, and recreation areas 	<ul style="list-style-type: none"> • Connect major attractions, Activity Centers, and Transit Stations • Attract both visitors and residents • Good connections to surrounding communities • National Capital Trail was to connect centers of population and employment to NPS parks, local trails and on-street facilities

<p>Feasibility</p>	<p>Right of way identified and trail capable of being built within 25 years. Planned trails must have associated, locally approved plan</p>	<ul style="list-style-type: none"> ● Right of way identified and capable of being built within 25 years. ● Planned facilities must have an associated, locally approved plan 	<ul style="list-style-type: none"> ● Be achievable or “within reach” financially and politically <ul style="list-style-type: none"> ○ Short-term: 5 years ○ Long-term: 30 years ● Use existing Right of Way and existing facilities wherever possible <ul style="list-style-type: none"> ○ Fill the gaps between
<p>Density</p>		<p>Long-distance, regional network</p> <ul style="list-style-type: none"> ● Most local trails and shared-use paths will not be included 	<ul style="list-style-type: none"> ● Bicycle Beltway: Loop Shared-Use Path(s) around the core of the region, connecting the region’s radial shared-use paths (Inspired by the Atlanta Beltline, a rail trail encircling the core of the City of Atlanta) ● National Capital Trail emphasized “corridors of regional significance” and “high-volume corridors”, which function as “trail arterials”, collecting trail users from a much broader on-street local trail network.