

NATIONAL CAPITAL TRAIL NETWORK

A TPB Aspirational Initiative and Its Contributions to *COG Region Forward*

Andrew Meese
TPB Systems Performance Planning Director

COG Board of Directors
August 12, 2020



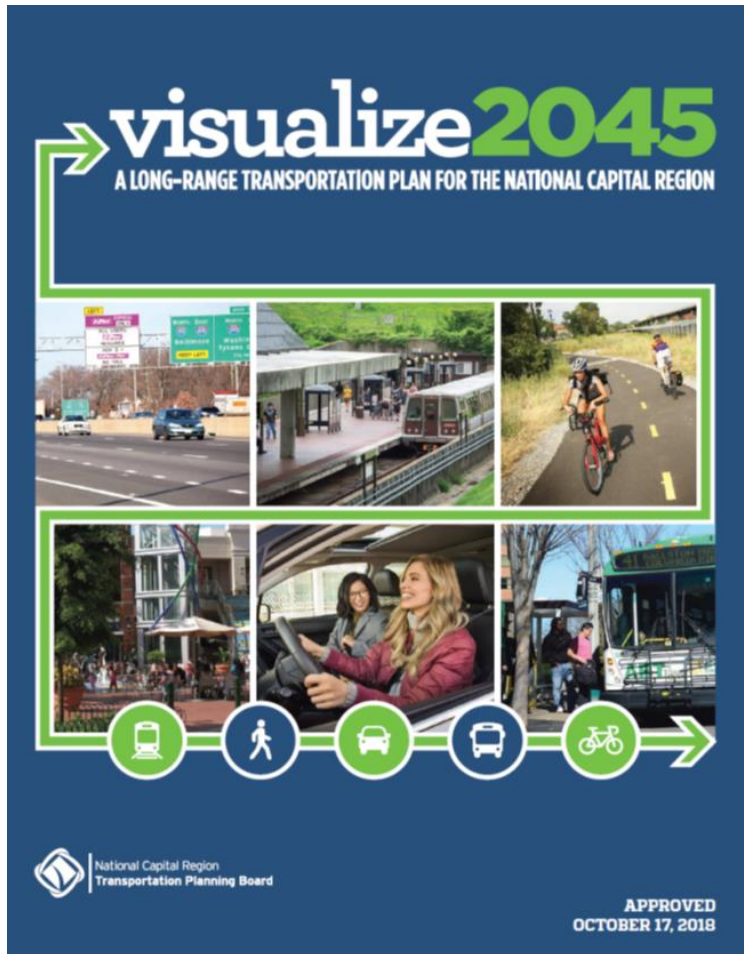
Overview

- The National Capital Trail Network: outcome of a collaborative effort with jurisdictions
- Network impacts
- Synergies and contributions to *Region Forward*
- Outlook

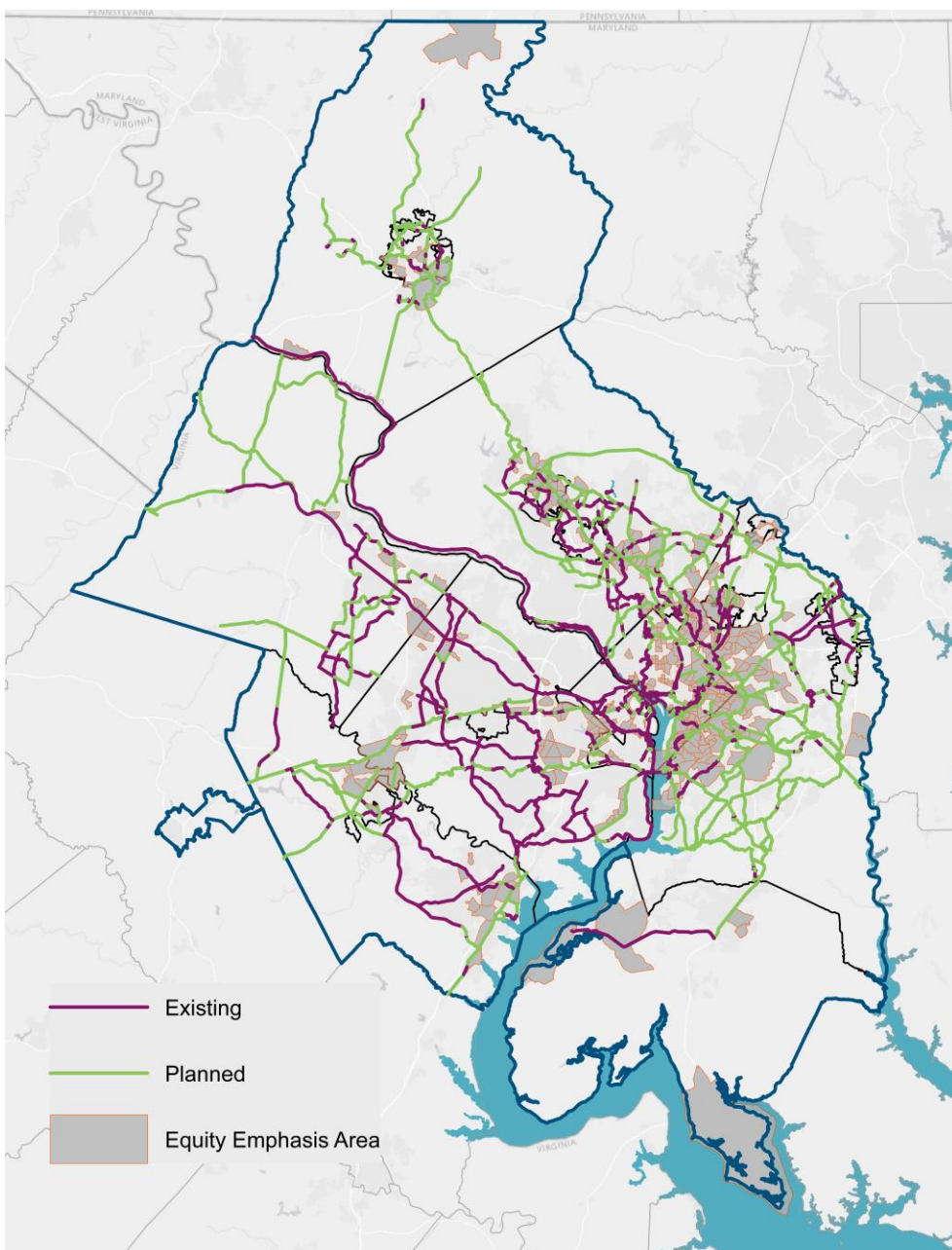


Mount Vernon Trail (BeyondDC, flickr.com)

The Network: A TPB Aspirational Initiative



- December 2018 – TPB directed staff to build upon the previously identified, limited-reach National Capital Trail to create a regional trail network that extends into all TPB member jurisdictions
- Following an 18-month effort, TPB approved the National Capital Trail Network in July 2020



National Capital Trail Network Map

- Approved by TPB July 2020
- Will be revisited for updates annually
- Interactive version available on the web:

www.mwcog.org/nationalcapitaltrailnetwork

Source: COG



National Capital Trail Network Impacts

Metric	Number	%
Population (2020) within ½ mile	4.05 Million	71%
Employment (2020) within ½ mile	2.55 Million	76%
Number of Regional Activity Centers within ½ mile	136	96%
Number of Equity Emphasis Areas within ½ mile	308	87%
Miles of Facilities – Existing	643.7	45%
Miles of Facilities – Planned	778.6	55%
Miles of Facilities – Total	1,422.3	100%

Source: COG; Cooperative Forecast Round 9.1a

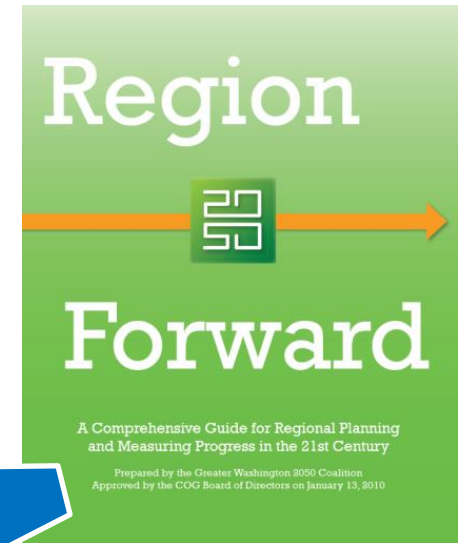
National Capital Trail Network Synergies

- Opportunities for synergies among regional planning, local planning, and project implementation
 - Future jurisdictional planning
 - Upcoming revision to TPB Bicycle and Pedestrian Plan (FY 2021)
- TPB asked its members to prioritize projects, programs, and policies that will implement portions of the network
- TPB will give additional consideration in its own grant programs (Transportation Alternatives; Transportation-Land Use Connections)



Southern Terminus of Rhode Island Avenue
Trolley Trail, Hyattsville (½ mile gap to
Anacostia Tributary Trail Network)
(Michael Farrell, COG)

Region Forward



COG's vision for a more Prosperous, Accessible, Livable, and Sustainable metropolitan Washington



NCTN and *Region Forward* Targets (1)

Accessibility Targets	✓	Comments
Beginning in 2012, capture 75% of the square footage of new commercial construction and 50% of new households in Activity Centers		
Reduce daily vehicle miles (VMT) per capita	✓	The NCTN's additional, interconnected bicycling infrastructure will enable more non-vehicle trips
The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities	✓	The NCTN will increase the amount of safe bicycling infrastructure throughout the region
Transportation investments will link Regional Activity Centers	✓	96% (136 of 141) of Regional Activity Centers will be connected by the NCTN (within ½ mile)
Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan	✓	TPB approval of the NCTN is consistent with the target of increased construction
By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income		
Beginning in 2012, at least 80% of new or preserved affordable units will be located in Regional Activity Centers		
Increase the share of walk, bike, and transit trips	✓	Additional, interconnected bicycling infrastructure may help increase the share of these trips
All Regional Activity Centers will have transit access		



NCTN and *Region Forward* Targets (2)

Sustainability Targets	✓	Comments
By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver standards		
By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels	✓	The NCTN will help increase opportunities for non-motorized, less-polluting travel
Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards	✓	The NCTN will help increase opportunities for non-motorized, less-polluting travel
The region will identify, conserve, and enhance a network of protected open spaces, parks, and green infrastructure to provide ecological benefits, wildlife habitat, recreational opportunities, and scenic beauty	✓	The NCTN is recommended to be implemented in ways that enhance the region's green infrastructure
By 2050, 50% of all sentinel watersheds will be in good or excellent condition		
By 2025, achieve 100% of Chesapeake Bay Program's Water Quality Implementation Goals		
Beginning in 2012, the region will maintain more than 450,000 acres of agricultural lands in farms		

NCTN and *Region Forward* Targets (3)

Prosperity Targets	✓	Comments
Annual rate of growth in median wages will exceed the rate of inflation		
Sustain an annual 1 to 3% increase in the number of new jobs		
Sustain an annual 2 to 4% growth rate in Gross Regional Product for the National Capital Region	✓	Studies in other areas have shown positive economic impacts of expanding bicycling infrastructure
Improve access to vocational training and educational opportunities throughout the region	✓	The NCTN's additional, interconnected bicycling infrastructure may enable better travel to opportunities
Increase the rate of students graduating from high school to 90%		
By 2020, the percent of population over 25 with a Bachelor's degree is 45% or higher, and the percent with a professional or advanced degree is 20% or higher		

NCTN and *Region Forward* Targets (4)

Livability Targets	✓	Comments
Beginning in 2012, the region will dedicate 15% of all new housing units to be affordable – or a comparable amount of existing housing units through rehabilitation or preservation efforts – for households earning less than 80% of the regional median income		
Beginning in 2012, the region will maintain a minimum of 10% of housing stock affordable to households earning less than 80% of the regional median income		
Reduce the number of pedestrian and bicycle fatalities across the region	✓	The NCTN will increase the amount of safe bicycling infrastructure throughout the region
Reduce the number of violent and property crimes across the region		
Increase access for area residents to real-time crime data and timely emergency alerts through the internet or mobile applications		
The majority of the Healthy People Goals are met by greater than half of the region’s population	✓	The NCTN’s additional, interconnected bicycling infrastructure will help increase the facilities available for active transportation and exercise

National Capital Trail Network

- Promises to positively affect many regional goals
- Consideration that jurisdictions can give to completing the unbuilt 55% of the network will contribute to these goals and thus to the advancement of Region Forward



Andrew Meese

TPB Systems Performance Planning Director

(202) 962-3789

ameese@mwkog.org

mwkog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002



Virginia Avenue S.E. (Michael Farrell, COG)



Metropolitan Washington
Council of Governments