

# PEDESTRIAN & BICYCLE PRIORITY INITIATIVES

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

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# Overview

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- 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:

*In January, endorse the two priority initiatives for inclusion in Visualize 2045 and for use in regional planning activities.*



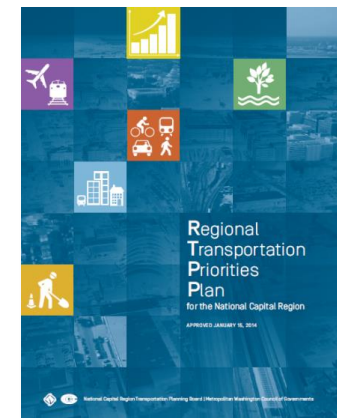
# Regional Policy Framework

## TPB Vision (1998)

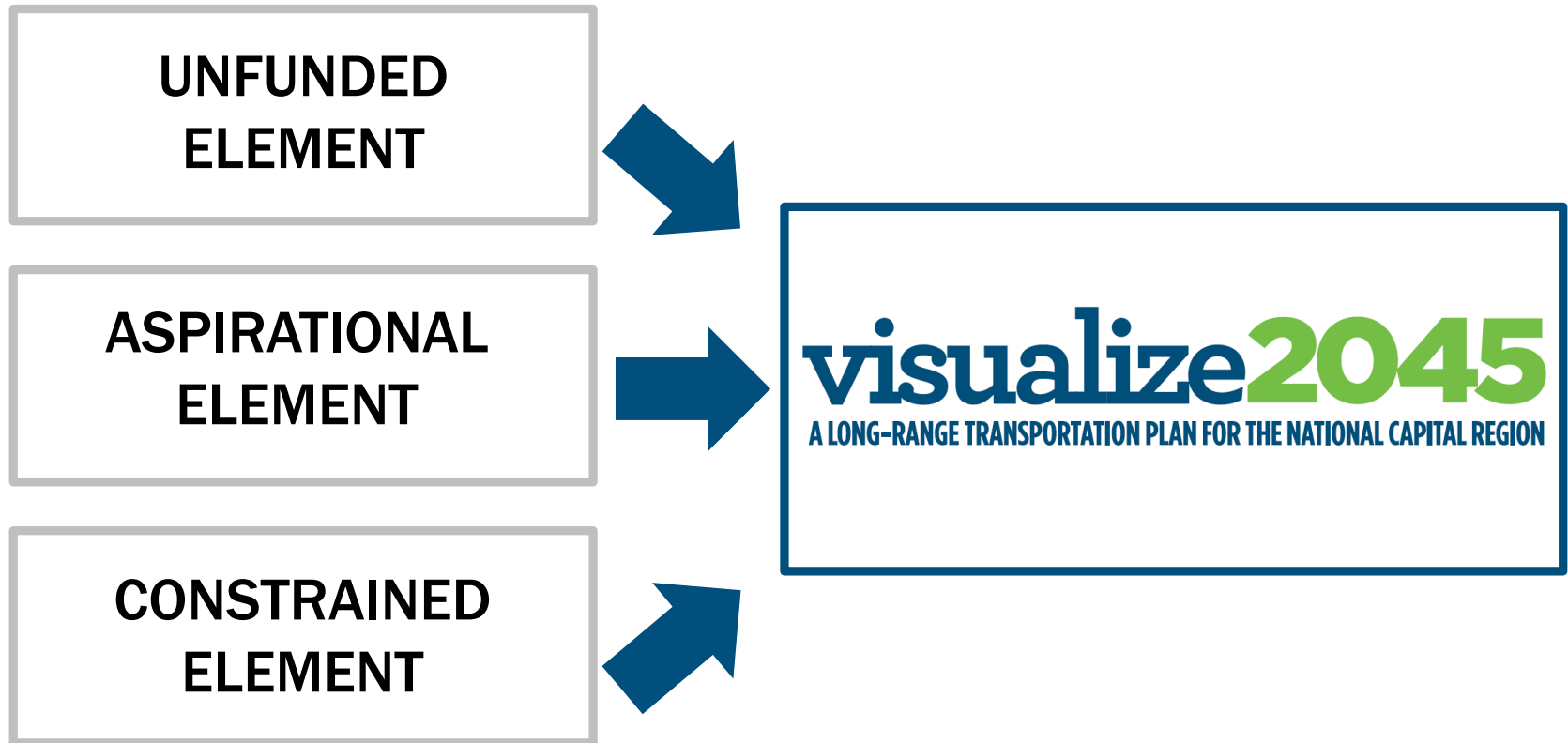
- “Make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.”

## 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*

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## ASPIRATIONAL ELEMENT

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



# Why these Priorities??

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- 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)

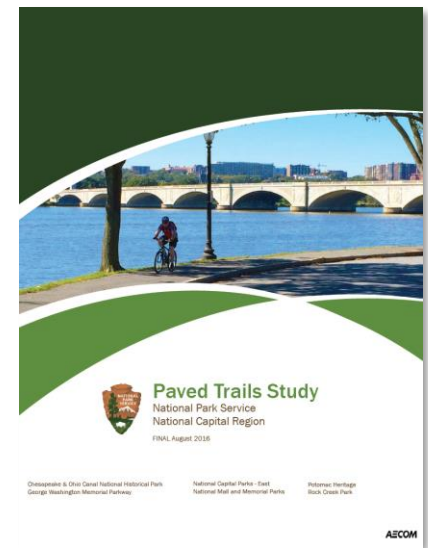
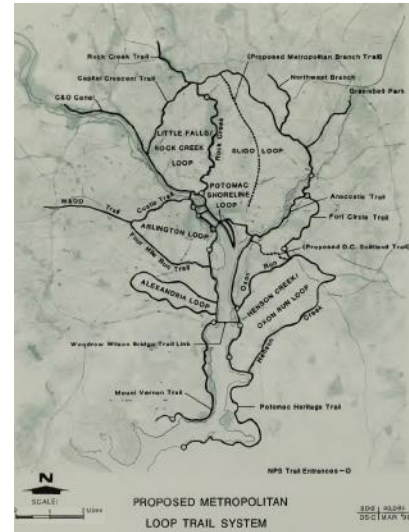
“The NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

*-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*





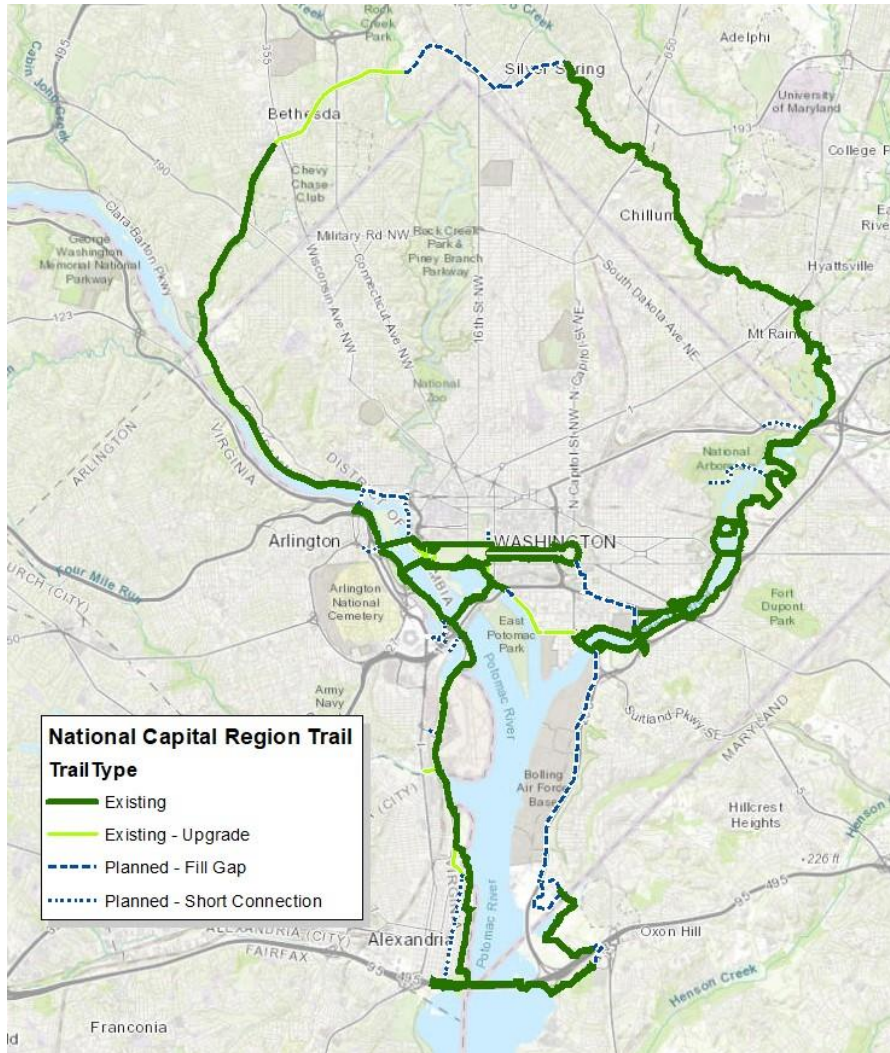
# Working Group Vision

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- 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

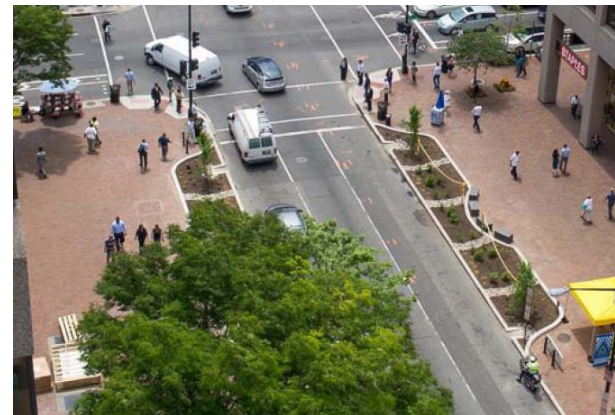


- 60 total miles total
- 21 miles unconstructed
- 3 miles need upgrading



# 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



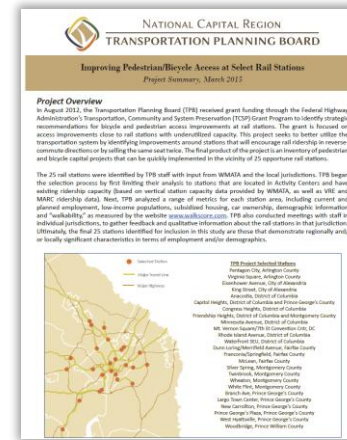
# Walksheds Vary Among Stations



WMATA

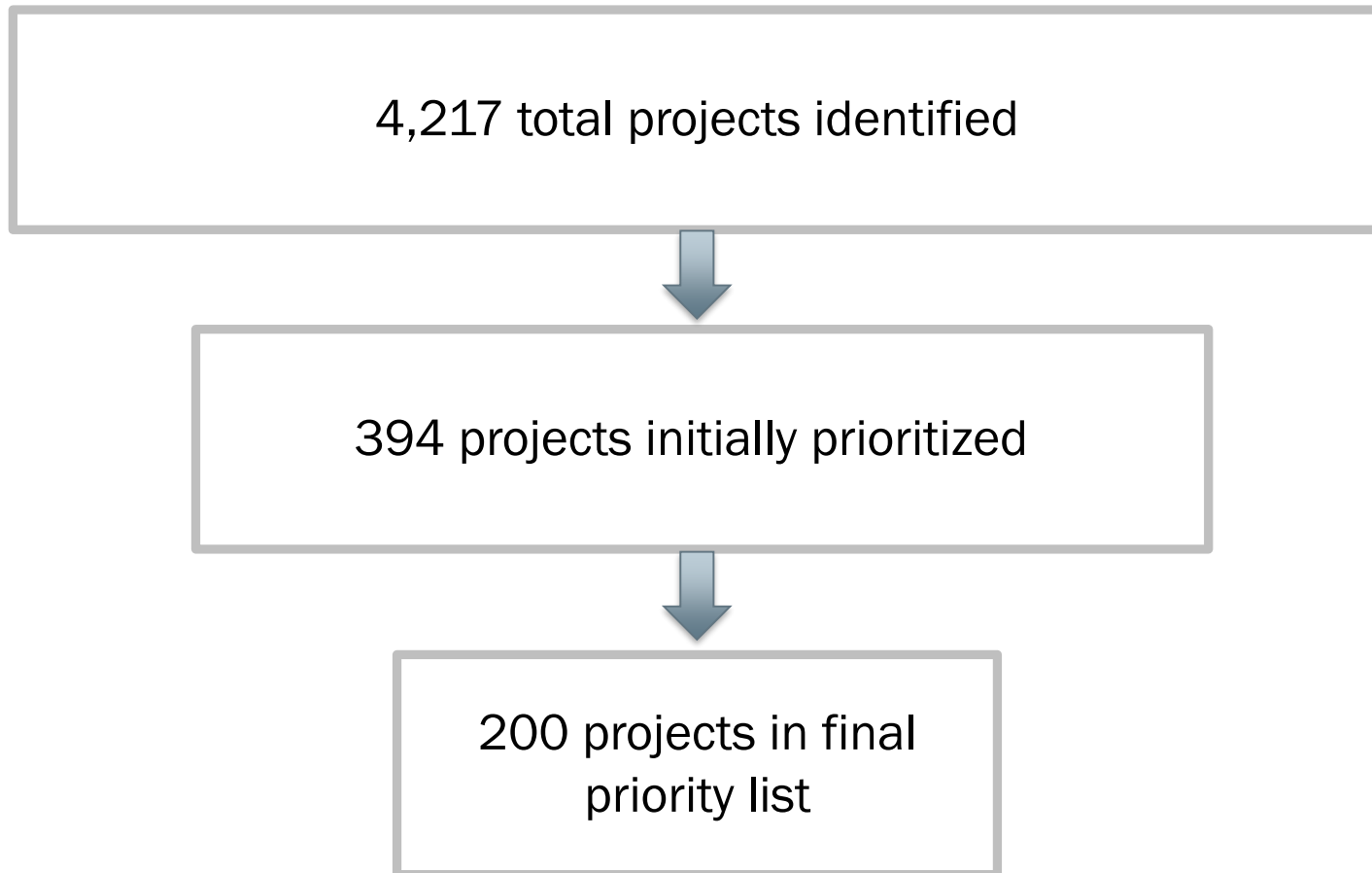
# Building on Past Work

- 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)



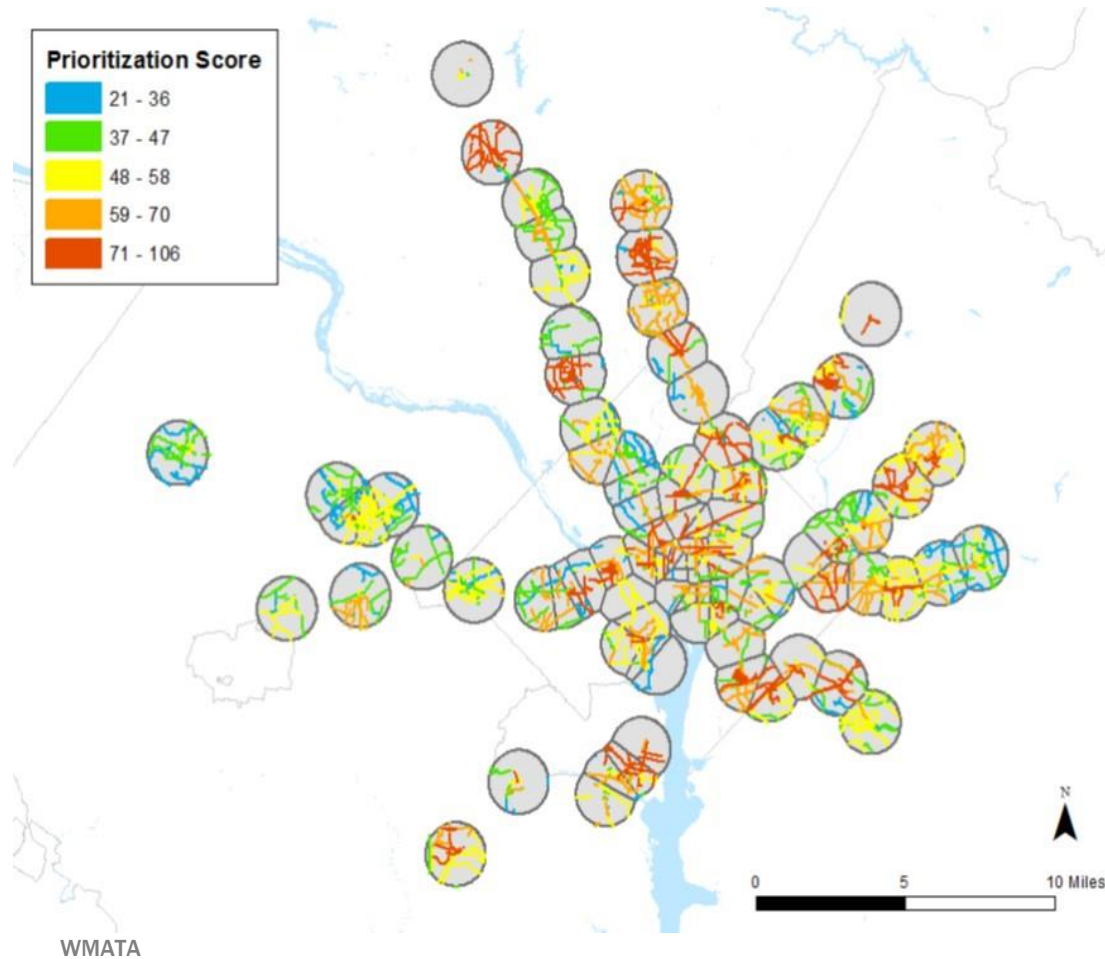
# WMATA Prioritization

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# 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:

*In January, 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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