

EXPAND THE NATIONAL CAPITAL TRAIL INITIATIVE

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

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Bike Ped Subcommittee
Item #6
May 21, 2019



National Capital Region
Transportation Planning Board

2018 Long-Range Plan

**UNFUNDED
ELEMENT**

**ASPIRATIONAL
ELEMENT**

**CONSTRAINED
ELEMENT**

visualize2045 A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION



 National Capital Region
Transportation Planning Board

**APPROVED
OCTOBER 17, 2018**

Aspirational Initiative: Complete the National Capital Trail



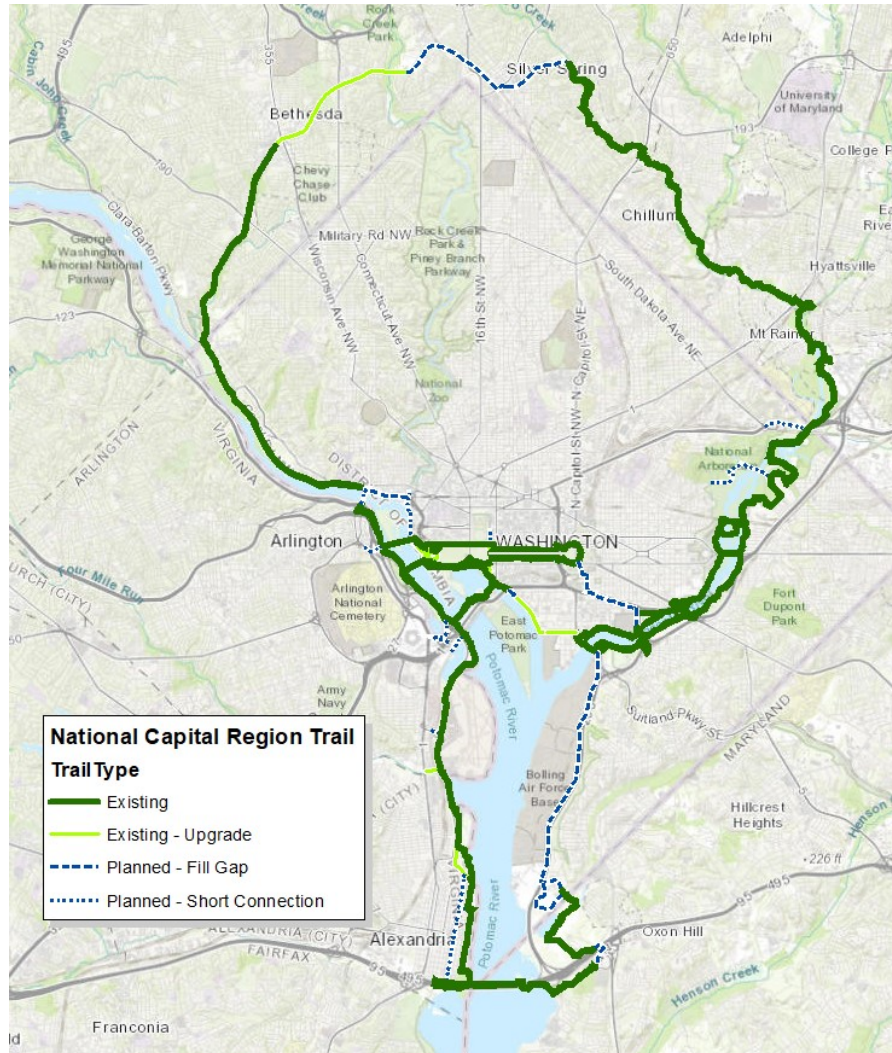
Mount Vernon Trail (BeyondDC, flickr.com)

“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



National Capital Trail



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

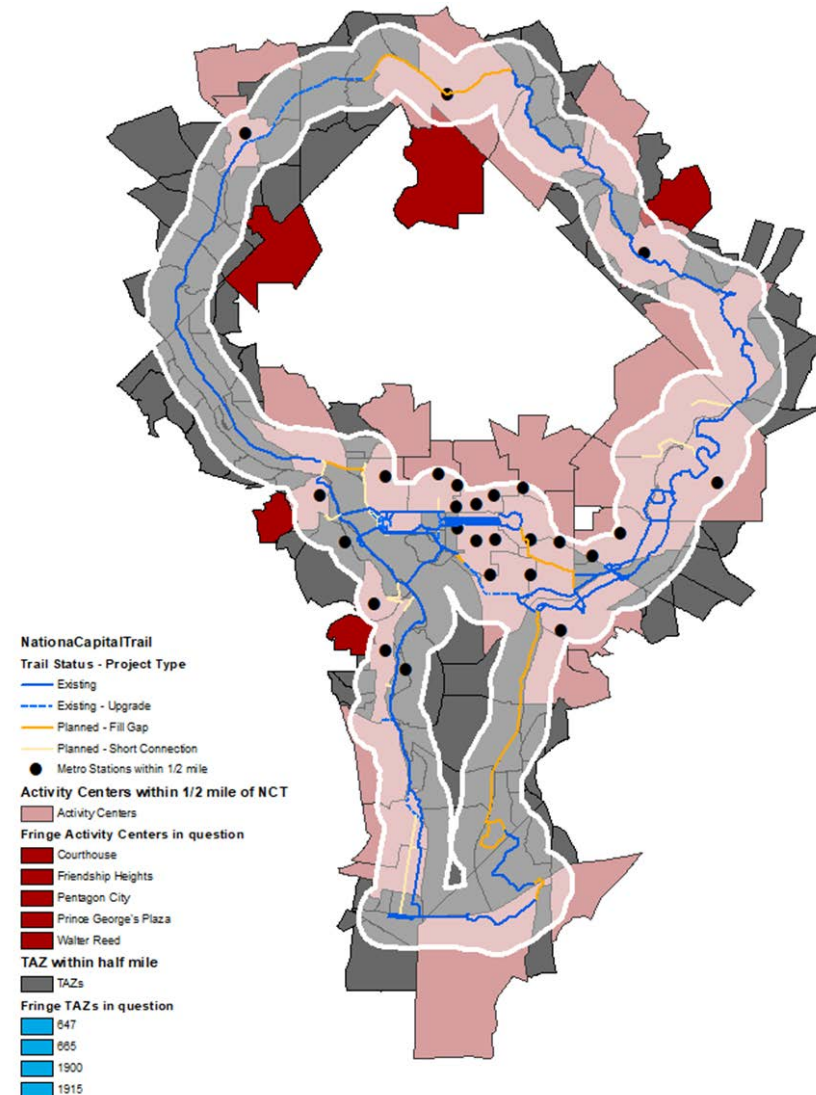


Aspirational Enough?

Within 1/2 mile of the National Capital Trail:

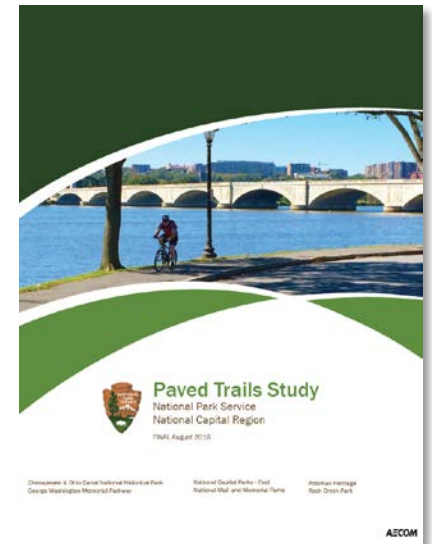
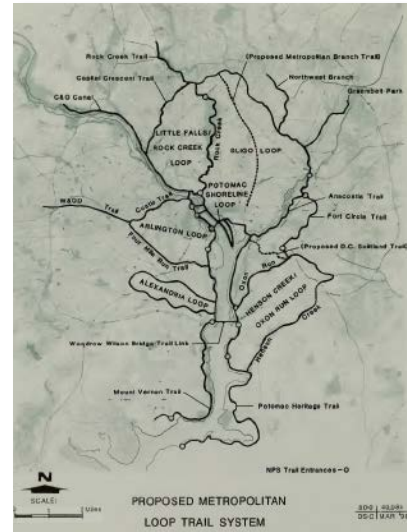
- 36 Activity Centers
- 26 Metro Station
- 817,983 jobs
- 498,161 people

	Activity Centers	Metro Stations	Employment	Population
1/2-mile Buffer	36	26	817983	498161
2-mile Buffer	57	58	1254344	1365260



Evolution of an Idea

- 1990: National Park Service *Paved Recreation Trails of the National Capital Region*
- 2014: TPB Bicycle Beltway
- 2016: National Park Service's *Paved Trails Plan*
- 2018: Capital Trails Network



TPB calls for Expansion

- In Fall 2018, TPB Bicycle and Pedestrian Subcommittee recommended that the National Capital Trail be expanded to cover the entire TPB footprint
- Capital Trails Coalition lobbied the TPB to incorporate its newly adopted Capital Trails Network into Visualize 2045
- In December 2018, TPB adopted Resolution TPB R20-2019, which directed TPB staff to:

“Expand the TPB-endorsed National Capital Trail to provide connectivity to other major trails in the region thereby creating a regional trail network that extends into all TPB member jurisdictions, by building on **previous work done by TPB and others**, and to report on progress by end of June 2019...”

Benefits

- Build on four years of planning and consensus-building
- REI-funded 1.5 full time equivalent staff, housed at Washington Area Bicyclist Association and at Rails to Trails
- A continuous network of “all-ages, all-abilities” long distance multi-use trails, covering the entire region, connecting people to jobs, transit, and nature.
- Preferred treatment for TLC and TA funds



Selection Criteria

- Long-distance, regional trail network
- Accessible for “All Ages and Abilities”
- Off-Street Multi-Use Paths:
 - 10'+ wide for new construction
 - 8' minimum for existing facilities
 - Narrower in short segments to accommodate design constraints
 - Paved, or firm surface such as crushed limestone
- On-street:
 - Protected from moving traffic (i.e.parked cars, curb, flexposts)
 - Short unprotected connections where necessary
- Designed for non-motorized use
- Connectivity
 - Directly connected to the regional network
 - Suitable for both transportation and recreation
- Existing or Planned Facilities are acceptable
 - Planned facilities must be in an approved plan

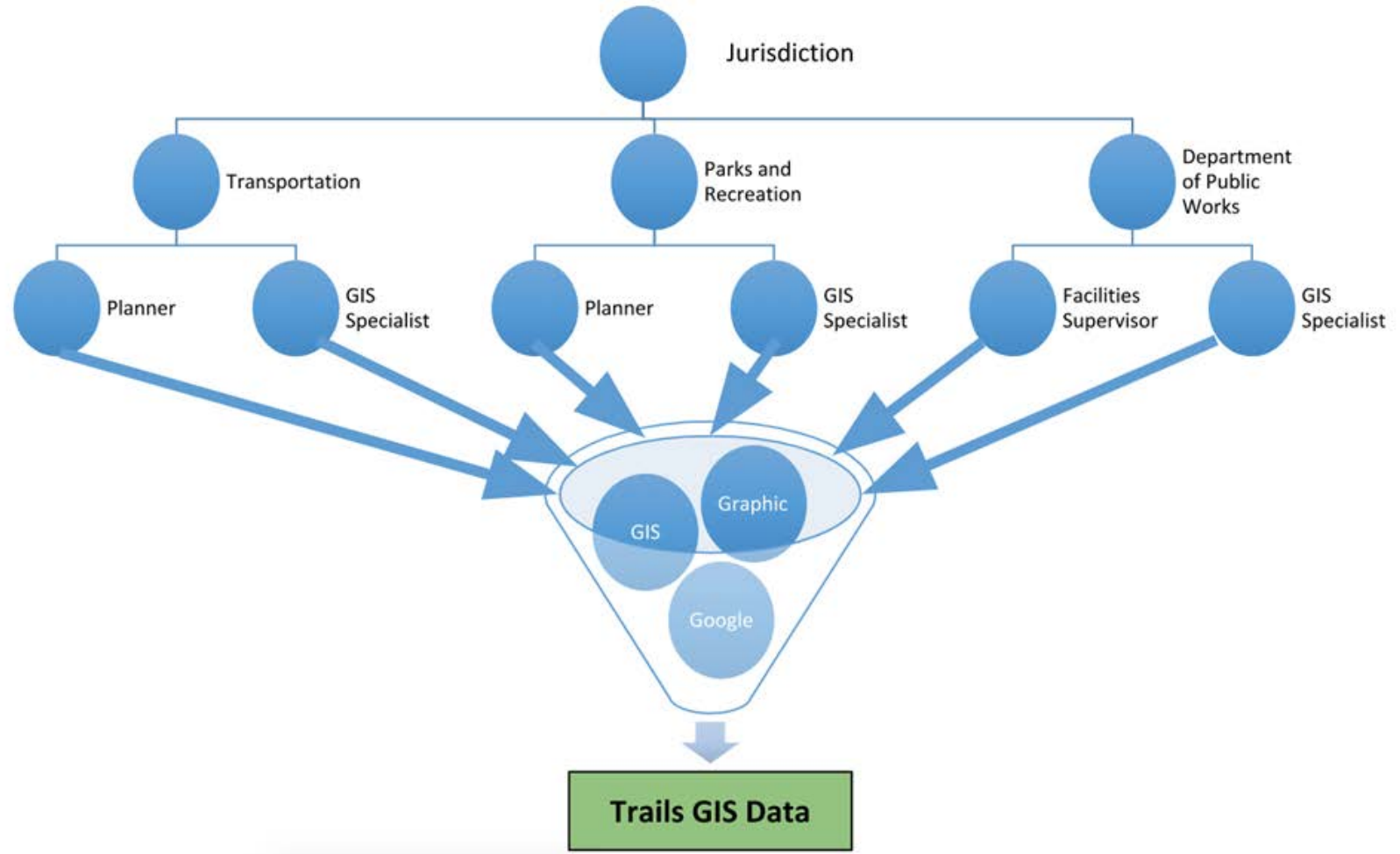


Progress to Date

- Met with Capital Trails Coalition
 - Briefed on data gathering
- B/P Subcommittee March 19:
 - Endorsed Capital Trails Coalition Network
 - Reviewed Criteria for Network Inclusion
- Site Visits
 - Frederick – April 30
 - Prince William – May 2
 - Loudoun – May 13
 - Charles – TBD
 - Key Link: Southern Maryland Rapid Transit Study



Data Gathering



Schedule

- Gather GIS Trail and Bicycle Facility Layers– May-June
- Apply the Selection Criteria to produce a draft Network - June
- Report Progress to TPB - June or July
- Vet Draft Network – July-August
- TPB Adopts Final Network – Fall 2019
- Parallel Effort: Update of the regional Bicycle and Pedestrian Plan



Bicycle and Pedestrian Plan for the National Capital Region

- Last updated in 2015
- Update delayed in favor of expanding the National Capital Trail
- Purpose:
 - Big picture pedestrian and bicycle trends, policies and projects in the region
 - 25 year time frame
 - Measure progress by tracking completion of bike/ped projects since the last update
- Static, Paper and PDF-oriented

Bicycle and Pedestrian Plan for the National Capital Region



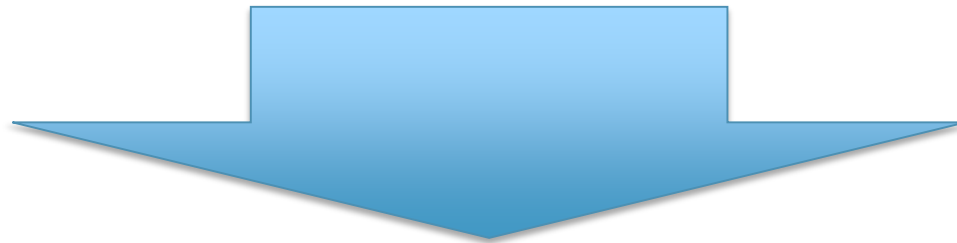
January 2015

National Capital Region Transportation Planning Board



Bike/Ped Plan Update

- Goal: A visual, on-line, map-based plan.
- Database of major Bicycle and Pedestrian Projects is the core of the plan
 - Last updated in 2014
 - Originally designed (2006) as a list of projects with no associated GIS layers
 - Each jurisdiction or agency has a contact person
 - Cumbersome data entry



- National Capital Trail effort can help us get GIS shapefiles associated with each project
 - Frederick County will put a checkbox on the GIS data they provide so that projects that should be in the regional bike ped plan (i.e. larger projects) can be their own layer in the map.



Bike/Ped Plan Database

Guidelines: Bike/Ped Projects should be in the plan if they are:

1. Greater than \$400,000 in cost and/or
2. One mile or more in length
3. No individual sidewalk projects. Area streetscaping or Countywide sidewalk plans are OK
4. Agencies have discretion

Mandatory fields:

Project name, Location (jurisdiction) and State.

From

To

Description (if the project name does not make the project type evident)

Lead Agency (agency responsible for implementation)

Status (should be accurate. We especially want to know if a project is complete. If complete, don't delete, just change the status to Complete)

Length of (standard bike lane/protected bike lane/buffered bike lane/shared use path) All of that apply to a given project.

Type of spot improvement (if applicable)

Year of Completion (if Completed)



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