

NATIONAL CAPITAL TRAIL NETWORK

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

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Overview

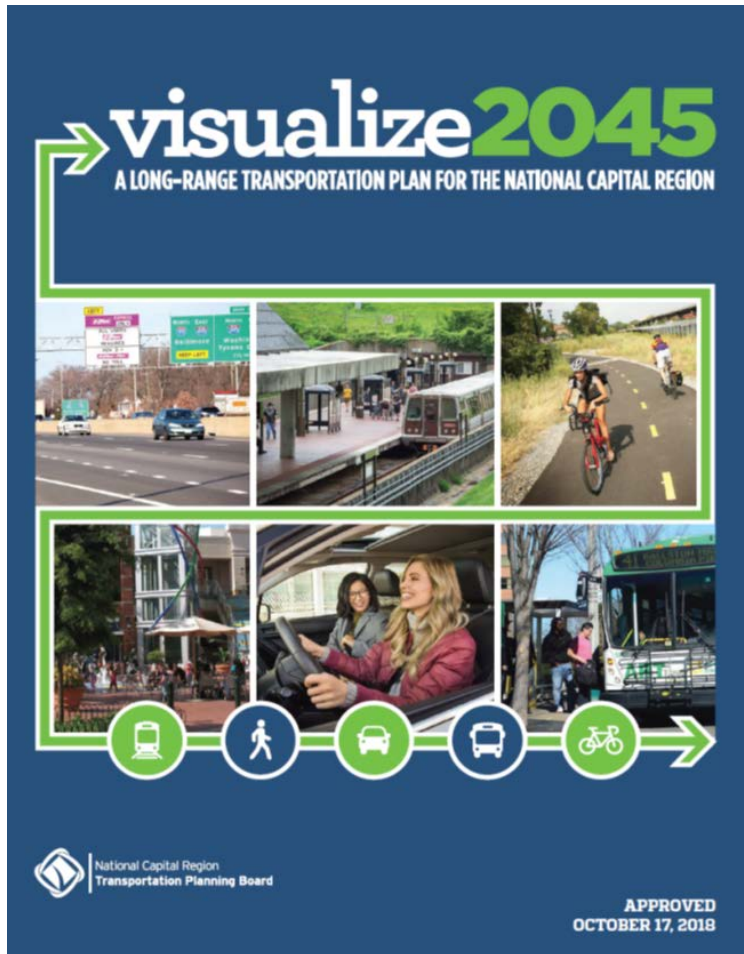
- The National Capital Trail Network: outcome of a collaborative effort with jurisdictions
- Network impacts
- Synergies and contributions to *Region Forward*
- Opportunities to Improve Accessibility



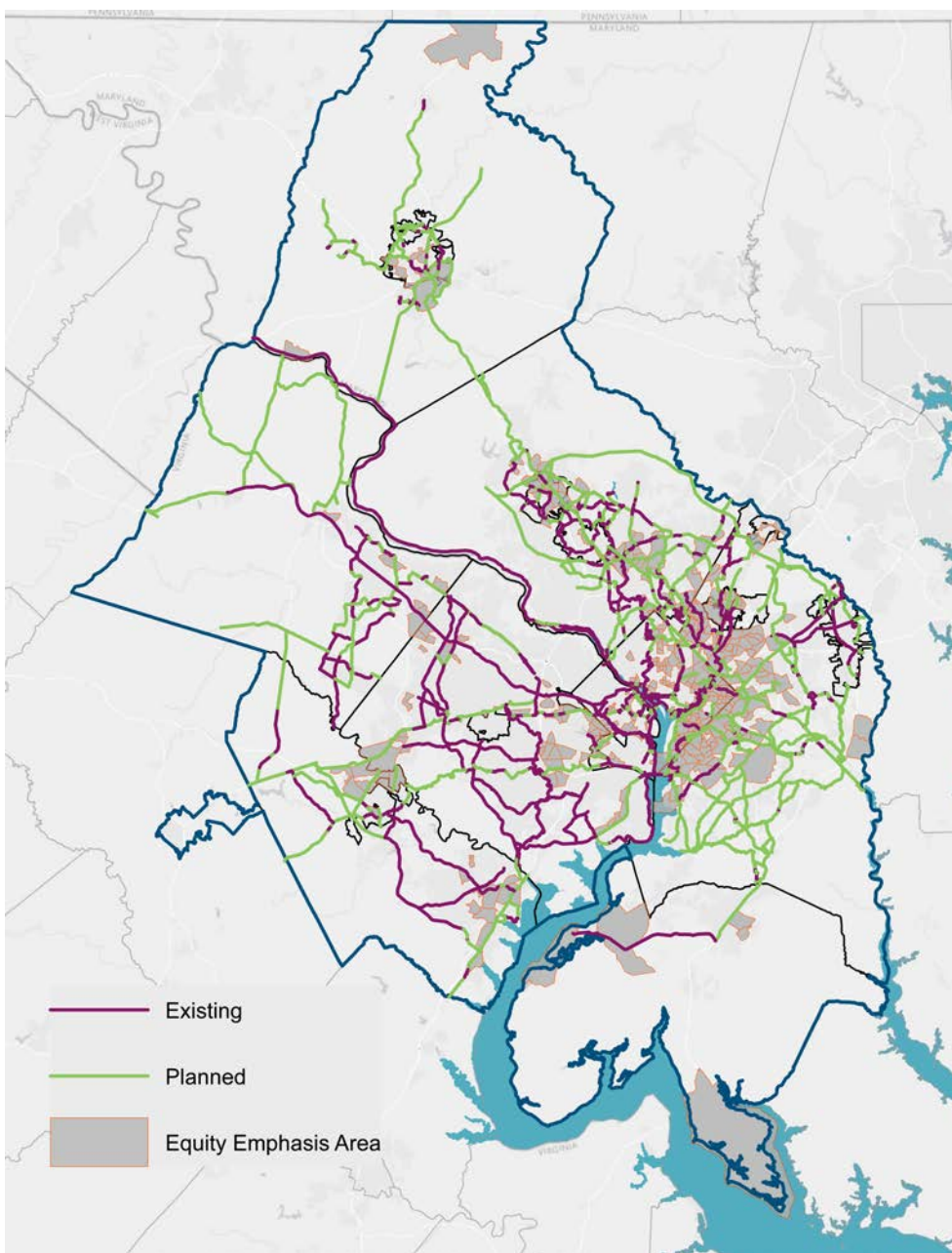
Mount Vernon Trail (BeyondDC, flickr.com)



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
- 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

NCTN and *Region Forward* Targets

- Sustainability: Improve Air Quality/reduce GHG through nonmotorized travel; enhance green infrastructure
- Prosperity: Positive Economic Impacts of Bicycling Infrastructure; enable better travel to opportunities
- Livability: Reduce Pedestrian and Bicycle Fatalities; health benefits of walking and bicycling
- Accessibility ...



NCTN and RF Accessibility Targets

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		



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*



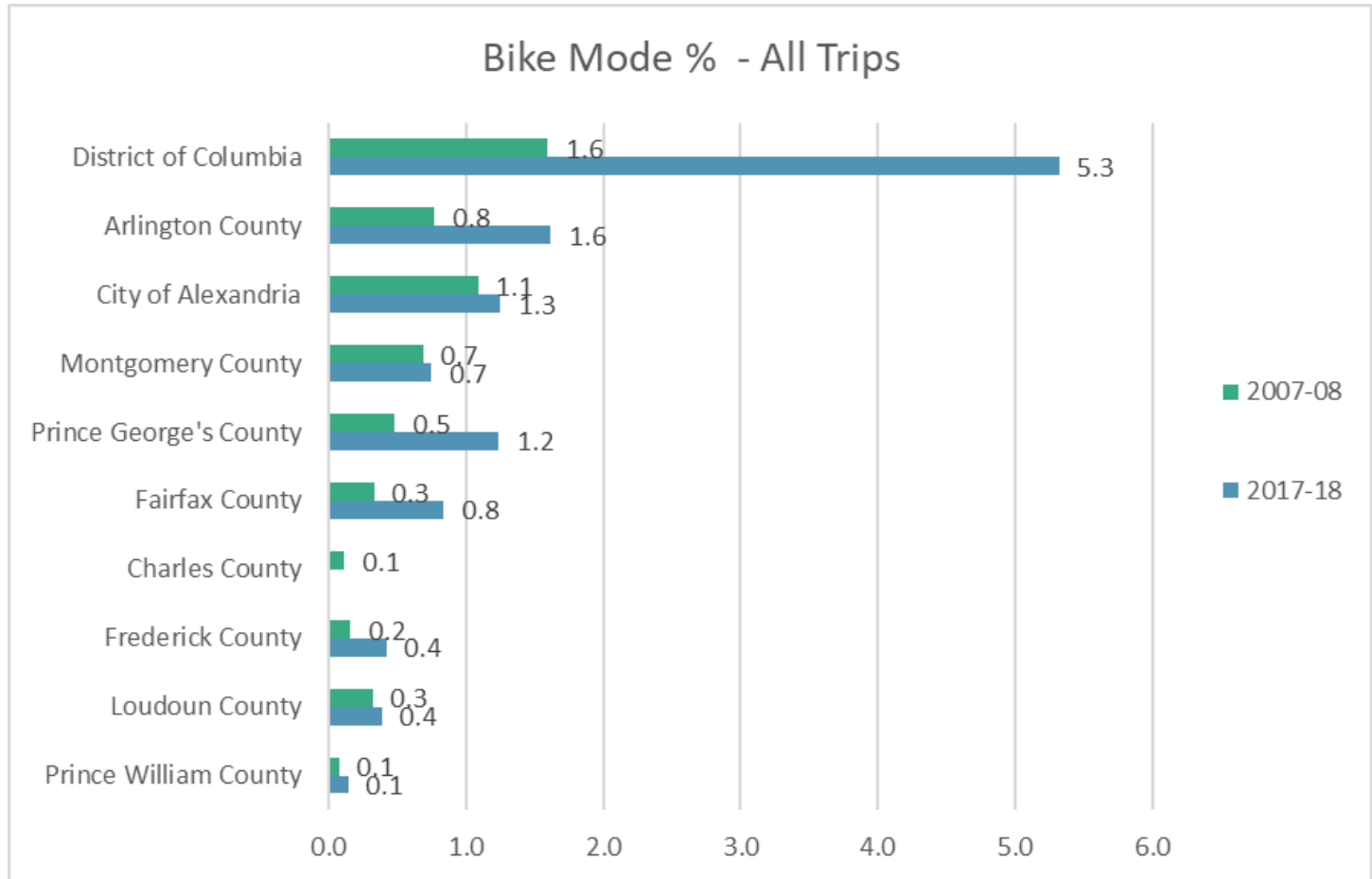
National Capital Trail Network Synergies

- Opportunities for synergies among regional planning, local planning, and project implementation
 - Future jurisdictional planning
 - Incorporated into upcoming TPB Bicycle and Pedestrian Plan (May 2022)
- TPB asked its members to prioritize projects, programs, and policies that will implement portions of the network
- TPB gives 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)

Investing in Infrastructure Gets Results



Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



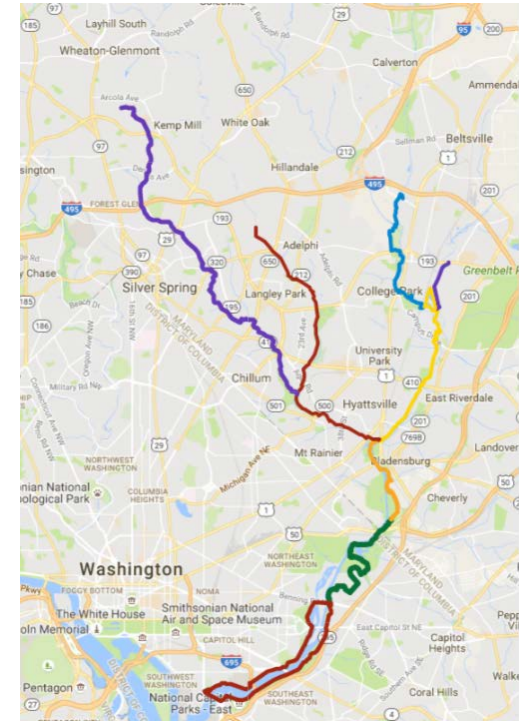
Example: District of Columbia

- **Bike Lanes and Protected Bike Lanes**
 - In 2001 DC had 3 miles of bike lanes
 - DC now has 103 miles of bike lanes -79 unprotected and 24 protected
 - The 22-26 budget funds an additional 30 miles of protected lanes
- **Bike Trails**
 - There are 62 miles of shared use paths in the District
 - The 22-26 budget funds an additional 17.4 miles
- **Micromobility**
 - 300+ Capital Bikeshare Stations in DC
 - Shared E-scooters and E-bikes
 - Parking – Bike Racks and Corrals
- **Goal: Increase bike mode share**
 - Build a network of low-stress bicycle and pedestrian facilities



Example: Prince George's County

- Anacostia Tributary Trail System
 - A relatively short connection to downtown DC via the Anacostia River Trail (green trail on map) was completed in 2016, significantly increasing regional interconnectivity
- Rhode Island Avenue Trolley Trail
 - Connects mixed use, walkable developments along the Route 1 corridor
 - Hyattsville Arts District
 - Riverdale Park - Whole Foods
 - College Park - UMD/Metro/Paint Branch Trail
- Mode share rose from 0.5% to 1.2% in ten years



Anacostia trail system. Source: GreaterGreaterWashington.

Jurisdictional Actions

- Jurisdictions that invest in the unbuilt portions of the National Capital Trail Network:
 - Connect to a wider regional and national network of bike trails
 - Encourage the growth of vibrant, walkable communities
 - Provide access to housing, employment, and services
 - Enable nonmotorized/transit-oriented lifestyles



Capital Crescent Trail at Bethesda/Michael Farrell, COG



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