



MEMORANDUM

TO: TPB Technical Committee
FROM: John Swanson, TPB Transportation Planner
Michael Farrell, TPB Transportation Planner
SUBJECT: Briefing on Draft Report “Pedestrian and Bicycle Priority Initiatives for the National Capital Region”
DATE: November 22, 2017

The Technical Committee at its meeting on December 1 will receive a briefing on a package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of *Visualize 2045*, the TPB’s long-range transportation plan scheduled for approval in 2018. This package includes two components: The completion of the National Capital Trail (previously known as the Bicycle Beltway) and the prioritization of access improvements to Metrorail stations.

The package has been summarized in a draft report titled “Pedestrian and Bicycle Priority Initiatives for the National Capital Region,” which is being distributed to the Technical Committee. The report is also scheduled to be presented to the TPB’s Bicycle and Pedestrian Subcommittee on November 29 and will be provided to the Long-Range Plan Task Force on December 6.

The report is tentatively scheduled to be presented to the TPB for its consideration and endorsement at its meeting on December 20.

PEDESTRIAN AND BICYCLE PRIORITY INITIATIVES FOR THE NATIONAL CAPITAL REGION - DRAFT

A package of initiatives developed for inclusion in the aspirational element of *Visualize 2045*, the TPB's long-range transportation plan scheduled for approval in 2018

November 2017 (DRAFT)

PEDESTRIAN AND BICYCLE PRIORITY INITIATIVES FOR THE NATIONAL CAPITAL REGION

Prepared by TPB staff on behalf of the National Capital Region Transportation Planning Board
November 2017 (Draft)

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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OVERVIEW

The expansion of pedestrian and bicycle infrastructure is in full swing throughout the Washington region. Thousands of new projects have made it easier in recent years to walk and bike, and many more improvements are in the pipeline. These enhancements are helping to meet growing demand. In 2016, 11% of daily trips were made by walking and biking, and that share is forecast to increase to 14% by 2040.

Regional leaders have long agreed that walking and biking facilities are essential elements in our transportation system, but these projects are typically local in scope and impact. Amid the momentum of ongoing progress, how should pedestrian and bicycle priorities be articulated from the regional perspective? Within the universe of thousands of planned improvements—sidewalks, trails, curb cuts, and many others—how can we strategically promote specific projects or types of projects that improve the performance of our regional transportation system in addition to serving local objectives?

This document addresses those questions by identifying two regional initiatives as regional aspirational priorities for bicycle and pedestrian capital improvements. These initiatives focus on the completion of the National Capital Trail (previously known as the Bicycle Beltway) and the prioritization of access improvements to Metrorail stations.

Regional Policy Framework

The TPB's existing policy framework begins with a fundamental goal: We should strive to provide a comprehensive range of transportation choices throughout the region. For decades, regional leaders have been working to make walking and biking viable alternative modes for getting to work, school, and recreation, and connecting to public transit.

In 1998, the TPB Vision called for the region to make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.” The Regional Transportation Priorities Plan, approved in 2014, built upon the legacy of the TPB Vision by calling for the expansion of pedestrian and bicycle infrastructure throughout the region. The plan argued that such projects are needed to improve safety, meet rising demand, and reduce congestion. Improvements include adding new sidewalks and improving existing ones, making crosswalks safer, and building and enhancing bike lanes and shared-use paths.

Of course, it is easiest to make walking and biking more viable if the average distances between jobs, housing and other daily activities are relatively short. For that reason, the TPB's regional policies have focused attention on Activity Centers. The TPB Vision in 1998 first called for the identification of regional Activity Centers—concentrated, mixed-use centers that are nodes for transportation linkages. The Vision explicitly called for “improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.”

In 2013, the current list of Activity Centers was identified. With a sharpened focus on walkability, these locations were designated because they either are already vibrant centers or they are places where growth is planned.

Focused attention on such mixed-use hubs has produced positive results. Over the next 25 years, according to COG's Round 9.0 Cooperative Forecasts, 75% of new jobs and 60% of new people will be located in Activity Centers.

From a transportation perspective, the Priorities Plan identified three "C"s related to Activity Centers: *Concentrated* development in Activity Centers should be encouraged to shorten trip distances; *Connections* between Activity Centers should be multi-modal, including shared-use paths as well as transit; and *Circulation* within Activity Centers should be improved so that people do not need to drive short distances, including trips to and from transit stations.

The non-motorized priorities presented in this document help to fulfill these regional policies. The National Capital Trail prioritizes *connections* that will link Activity Centers around the region's core, while station access improvements will strategically focus attention on *circulation* improvements within Activity Centers and around Metrorail stations that make it easier for people to get to and from transit.

Pulling Together Master Lists of Unfunded Projects

The presentation of non-motorized priorities in this document is part of a larger effort by the TPB to collect information about the full universe of unfunded projects in the region and to work toward the identification of regional priorities. In recent years, TPB staff and its partner agencies have compiled inventories of unfunded transportation projects of all modes that are featured in the plans of the region's jurisdictions. The most prominent of these activities was the development of an Unfunded Capital Needs Inventory, but the regional collection of master lists of unfunded projects also includes discrete plans and studies such as the TPB's Bicycle and Pedestrian Plan and WMATA's Metrorail Station Investment Strategy, which are described later in this document.

Development of the Unfunded Capital Needs Inventory began in 2014 when the TPB asked staff to compile a list of all transportation projects that have been included in the plans of TPB member jurisdictions but have not been submitted for inclusion in the CLRP due to a lack of anticipated funding. In February 2015, the TPB staff issued a solicitation for inputs to the inventory.

The list of unfunded projects in the final inventory comprised more than a thousand individual capital improvements. More than 550 of these were highway and transit projects, and more than 500 were bicycle and pedestrian facility improvements. This inventory of unfunded projects, along with projects already planned and funded (the projects in the Constrained Long-Range Plan) was compiled into a regional "All-Build" Scenario.

The All-Build Scenario included the region's existing network of 645 miles of non-motorized bike trails and off-road/separate paths, as well as unfunded trails and paths from the TPB's Bicycle and Pedestrian Plan. That plan identified major bicycle and pedestrian projects that the region wishes to carry out by 2040, as well as the projects that jurisdictions submitted during the solicitation for unfunded projects. Under the All-Build Scenario database, 1,340 miles of pedestrian and bicycle infrastructure would be added.

The All-Build Scenario also included a dataset of access improvements to Metrorail stations. This inventory was based upon WMATA's Metrorail Station Investment Strategy (MSIS) which identified approximately 4,200 projects representing more than 900 miles of pedestrian and bicycle expansions and many spot improvements. All the projects in the MSIS were gathered from local plans throughout the region.

In summary, the All-Build Scenario represented an effort to assemble a comprehensive universe of unfunded capital improvement projects, including bicycle and pedestrian projects, that the TPB's members jurisdictions are planning. The Phase I Report of the Long-Range Plan Task Force, completed in December 2016, described the inputs in the All-Build Scenario and provided an analytical comparison of three alternatives along a continuum: A No-Build scenario (what if we build no new transportation capacity), a Planned Build scenario (essentially the system in the CLRP), and the All-Build scenario.

Prioritizing Unfunded Projects

Throughout 2017, the TPB's Long-Range Plan Task Force has worked to identify a limited number of unfunded projects that have the potential to improve the performance of the region's transportation system. These efforts have largely focused on transit and multimodal improvements, along with changes in policies and programs, that could positively affect regional travel. Such projects, programs, and policies were packaged into 10 bundles or "initiatives" that the TPB formally approved for analysis in July of 2017. At the end of 2017, the task force will make a recommendation to the TPB as to which initiatives it recommends the TPB endorse as regional priorities.

Although four of the ten initiatives (those centered on transit improvements) include assumptions that would increase bicycle and pedestrian access to transit, the Long-Range Plan Task Force decided not to conduct analysis of initiatives that would be exclusively focused on non-motorized improvements. Nonetheless, TPB members envisioned that the development of an aspirational element for the 2018 long-range plan should include non-motorized initiatives that would stand on their own and be shown to have an impact at the regional level. Therefore, the identification of non-motorized "priority initiatives" has been placed on a separate track from the activities of the task force. The development of those initiatives is the subject of this report.

The two proposed priority initiatives for pedestrian bicycle improvements, which are described below, focus on 1) Completion of the National Capital Trail (previously known as the Bicycle Beltway) and 2) Prioritization of Metrorail station access improvements.

PRIORITY INITIATIVE 1: COMPLETION OF THE NATIONAL CAPITAL TRAIL

The National Capital Trail is a proposed loop of circumferential trail connections circling the core of the Washington region. With a full outside perimeter of 45 miles, the trail will also be divisible into shorter loops. It will integrate existing regionally significant, high-volume trails into a single circuit. The NCT designation would involve branding and uniform signage, along with the development of promotional materials.

According to the National Parks Service *Paved Trails Study*, “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.”

Most of the proposed trail already exists, although some key portions are under development or proposed. These include the Purple Line Trail in Prince George’s County and the South Capitol Street Trail in D.C. Combined, all the links in the trail will be 53 miles long. Fourteen miles are currently unconstructed. An additional three miles of trail need to be upgraded.

Figure 1 below depicts the National Capital Trail as finalized by the National Park Service and endorsed by the TPB’s Bicycle and Pedestrian Subcommittee. It comprises four connected loops: a 30-mile northern loop, a 10-mile central loop around the monuments and the stadium, an 18-mile southern loop connecting to National Harbor and Old Town Alexandria, and a 45-mile perimeter loop.

Background: Identifying the Trail Network

The National Capital Trail refines a concept that was first introduced in the National Park Service’s 1990 plan *Paved Recreation Trails of the National Capital Region*. That plan identified discontinuities that prevented existing trails from forming a coherent system. A number of the gaps identified in that plan have since been filled, and the concept of a circumferential loop first proposed in that 1990 plan seems quite achievable today.

In January 2014, the TPB renewed the region’s interest in a circumferential trail when it asked the TPB’s Bicycle & Pedestrian Subcommittee to develop a vision for a “Bicycle Beltway” around the core of the Washington Region. The Atlanta “Beltline” Trail was the apparent model for this proposed circumferential route. The Atlanta Beltline is a trail, currently under development, that circles Atlanta’s core urban neighborhoods on a disused railway right of way. The sections completed thus far have provided a non-motorized link between urban neighborhoods formerly cut off from each other by highways and rail lines, stimulating new trail-oriented development.

In response to the TPB’s request, the Bicycle and Pedestrian Subcommittee in 2014 formed a “Bicycle Beltway” Working Group, consisting of three State DOT representatives, a representative of the Washington Area Bicyclist Association, and citizen representatives. The working group developed a Vision Statement for a Bicycle Beltway and identified an inner route. The Bicycle Beltway was to be a circumferential loop connecting the region’s radial shared-use paths.

The vision upon which the working group agreed called for the Bicycle Beltway to achieve the following objectives:

- Connect major attractions, Activity Centers, and Transit Stations
- Attract both visitors and residents
- Be useable by persons of all ages and abilities
 - Principally off-street, with high-quality on-street connections and crossings
 - Avoid steps and steep grades
- Include clear and consistent wayfinding
- Provide good connections to surrounding communities
- Be an all-weather facility
- Be achievable or “within reach” financially and politically
 - Short-term: 5 years
 - Long-term: 30 years
- Use existing Right of Way and existing facilities wherever possible
 - Fill the gaps between
- Be maintained in a State of Good Repair

Development of the components of the NCT was pursued on several levels. An inner loop was quickly identified, following the Mt. Vernon Trail, the Capital Crescent Trail, the planned Purple Line trail, the Sligo Creek Parkway, the Anacostia Trail, the planned South Capitol Street Trail, and the Woodrow Wilson Bridge. A connector on the South Capitol Street Bridge to the SW Waterfront Trail and the 14th Street Bridge created two connecting loops. Since much of the route was already complete or in agency plans with identified right of way, the inner loop was judged capable of being built within five years. The proposed inner route and the Bicycle Beltway vision statement were presented to the Bicycle and Pedestrian Subcommittee in July 2015.

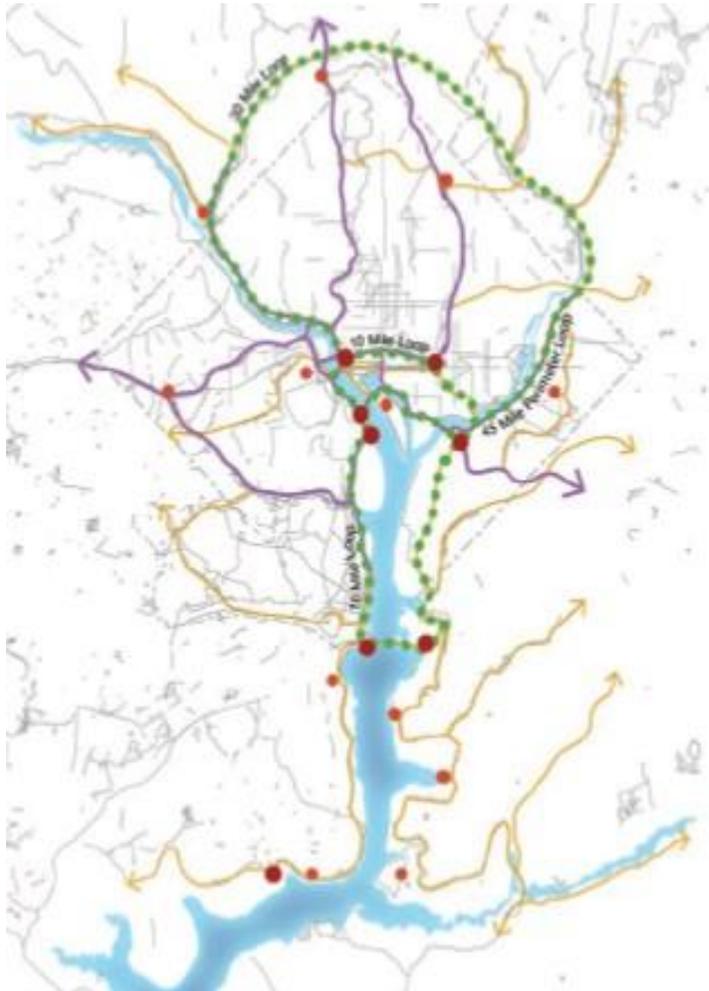
In addition to the inner loop route, VDOT and MDOT representatives requested an outer loop that would cross the Potomac at the American Legion Bridge and the Woodrow Wilson Bridge. However, work on an Outer Loop has not advanced, due in large part to the lack of a clear right of way or planned trails.

At the same time, other planning efforts were underway to identify regional trail routes, including the *Prince George’s County Trails Master Plan* (draft released May 2016), the National Parks Service *Paved Trails Study* (August 2016), and the Regional Trails Coalition, an effort organized by the Washington Area Bicyclist Association, and funded by REI, to develop a regional Trails Plan. This last group included most of the members of the Bicycle Beltway working group. Subcommittee members suggested working with the National Park Service and the Regional Trails Coalition to identify an outer loop.

The National Park Service adopted the Bicycle Beltway inner loop as part of its *Paved Trails Plan*, branding it the “National Capital Trail.” The National Park Service route added a short-cut from the Anacostia River Trail through the Capitol and the north side of the mall. The NPS also re-routed the Potomac River crossing from the Key Bridge to the Memorial Bridge, avoiding a difficult on-street connection in Georgetown. Otherwise the routing is unchanged.

As finalized in the *Paved Trails Plan*, the National Capital Trail comprises four connected loops: a 30-mile northern loop, a 10-mile central loop around the monuments and the stadium, an 18-mile southern loop connecting to National Harbor and Old Town Alexandria, and a 45-mile perimeter loop.

Figure 1: Map of the National Capital Trail



Source: NPS Paved Trails Plan

The National Capital Trail forms a hub that unites a radial network of trails. These “Corridors of Regional Significance” connect centers of population and employment to NPS parks, local trails and on-street facilities. Implementation of the National Capital Trail will require support from multiple parties including the NPS, Arlington County, Montgomery County, Prince George’s County, the District of Columbia, and the City of Alexandria. While much of the National Capital Trail already exists, there are gaps that need to be filled, existing trail segments that need to be widened and upgraded, and access to surrounding neighborhoods added.

The Bicycle and Pedestrian Subcommittee in July of 2016 recommended that the National Capital Trail should be accepted as the Bicycle Beltway. Work on a regional trails plan will continue in cooperation with the Regional Trails Coalition.

Appendix A features a table listing the major projects needed to complete the National Capital Trail.

PRIORITY INITIATIVE 2: METRO RAIL STATION ACCESS IMPROVEMENTS

Pedestrian and bicycle improvements near Metrorail stations are the second priority initiative highlighted in this document. Such improvements should be considered regionally significant because they will not simply serve local circulation needs, but will also provide increased access to Metro, our regional transit system.

As described earlier, TPB policies have highlighted the need for better non-motorized circulation within Activity Centers and around transit stations. Out of the region's 91 existing Metrorail stations, 75 are within Activity Centers. In many cases, the areas around these stations have well-established sidewalk grids and good bicycle facilities. But there are still too many station areas where people drive instead of using other modes because first- and last-mile challenges make walking and biking too time-consuming, too unpleasant, or too unsafe.

The list of problems is familiar: Sidewalks do not exist or they are in bad condition. Bike lanes are disconnected. Intersections are inhospitable and crossings do not exist. Signage and lighting are poor. These are problems that keep people from walking and biking, even when the distances are relatively short.

The concept of a “walkshed” is a helpful tool for thinking about the challenges of station access. A walkshed is a catchment area in which the outer perimeter represents the distance that people can be expected to walk to a destination. Planners generally assume that one half mile – a 10-minute walk on average – is the maximum distance we can expect people to walk to a train station. As the crow flies, the outer limits of a half-mile walk would form a perfect circle with the station at the center of a half-mile radius. But in reality, we know that a half mile of walking is often much longer than the geometric radius. Blocks are sometimes very long, sidewalks may be missing, or an expressway may obstruct a direct path. The actual distance that a person can walk from a Metro station to a final location – the actual walkshed – is often much tighter than the half-mile radius would suggest.

Figure 2 compares two walksheds and identifies the percent of land that is reachable within a half-mile walk. The yellow circles represent the full half-mile radius of an ideal walkshed area. The blue irregular shapes represent the actual half-mile walkshed, limited by the street network. In the case of Landover, Route 50 acts a barrier making nearly half the potential walkshed inaccessible on foot. We need to find ways to expand constrained walksheds by bridging barriers, creating new connections, and enhancing existing connections to transit stations. Building on previous TPB planning work, WMATA has developed a full inventory of projects that can increase station access, and has pioneered a methodology for prioritizing these projects.

Figure 2: Examples of Walksheds Around Two Metrorail Stations



Source: Metrorail Station Investment Strategy

Background: Focusing Attention on Station Access

In 2015, the TPB completed *Improving Bicycle and Pedestrian Access at Select Rail Stations*, a study that developed an inventory and map of nearly 3,000 capital improvements¹ that would improve pedestrian and bicycle access to rail transit stations in the Washington Metropolitan Region. The project was funded under a research grant that the TPB received in 2013 from the Federal Transportation, Community, and Systems Preservation (TCSP) Program.

In a time of tight transportation budgets, this TCSP study was rooted in a desire to squeeze more capacity out of the existing system, an objective that was highlighted in the TPB’s Regional Transportation Priorities Plan. The analysis focused on the areas around 25 rail stations² that could accommodate additional riders (primarily using reverse commute patterns), and were either anticipating significant employment growth or have large concentrations of low-income or transit-dependent residents nearby. By increasing pedestrian and bicycle access to these stations, the study argued, the region would encourage new riders on the region’s rails system.

For the most part, the capital improvements in the TCSP inventory were derived from existing local plans, although the study conducted targeted fieldwork to augment the recommendations for some locations. The projects included recommendations for new or improved sidewalks, crosswalks, shared-use paths, bike parking, bike lanes, wayfinding signage, and other access improvements.

WMATA’s *Metrorail Station Investment Strategy* (MSIS), completed in 2016, built upon the work of the TPB’s TCSP study. After consulting with jurisdictional staff, the project team identified and reviewed all the relevant planning documents for the remaining 67 stations in the system that had not been studied by the TPB. This process yielded an initial list of approximately 4,500 bike and pedestrian access projects system-wide. After approximately 300 completed projects were removed

¹ Note the TCSP and MSIS had different geographic areas of focus around a given station. The TCSP included projects in some cases up to three miles from a station entrance while the MSIS focused on a ½ mile for pedestrian projects and one mile for bike projects. This difference in methodology explains why the TCSP identified 3,000 projects at only 24 stations, while the MSIS identified 4,200 projects at 91 stations.

² The study analyzed 24 Metrorail stations and the VRE station at Woodbridge, Virginia.

from the list, a total of 4,217 active projects were included in the master inventory of unfunded station access improvements.

Given the significant number of projects identified—in some cases more than 1,000 for a given jurisdiction— WMATA staff developed a series of 12 criteria to prioritize projects. These criteria were designed to evaluate each project relative to a number of potential benefits, including potential growth in ridership, safety, and quality of life.

Projects were evaluated based on their ability to:

- Improve bicyclist/pedestrian safety;
- Generate new ridership through walkshed augmentation;
- Increase walkshed coverage;
- Change walk access mode;
- Improve connections to social services;
- Improve access for low-income populations;
- Reduce station parking usage;
- Improve access to locations with high paratransit activity.

Project utility and feasibility were measured through these additional criteria:

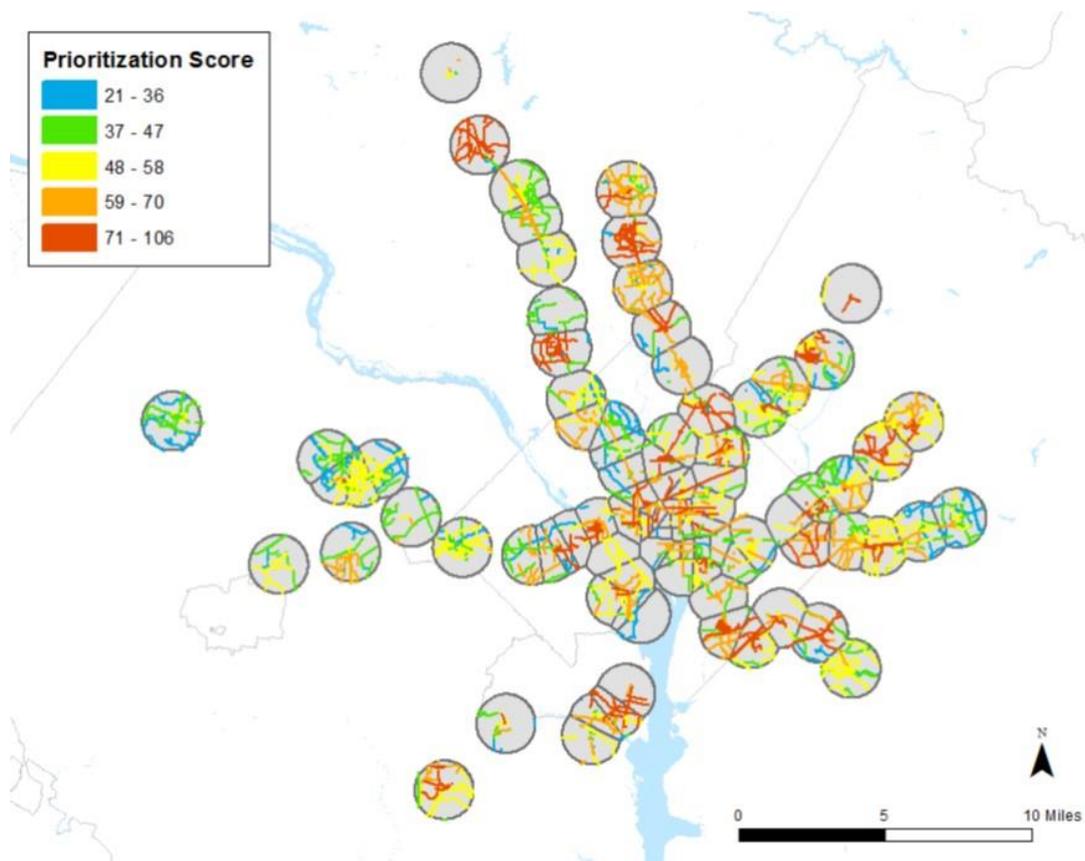
- Location relative to high levels of population and employment density;
- Walkscore/ density of commercial activity near project;
- Proximity to a given station entrance
- Estimated project cost

The 12 criteria listed above were assigned varying weights. Using these criteria, WMATA staff identified 394 priority projects, which are located near 31 Metro stations. Continuing to work with the local jurisdiction staff, the MSIS study team further narrowed the list to eliminate projects that had already been built or would soon be completed. Projects that were no longer under consideration were also removed from the list. For example, some jurisdictions indicated their policies had shifted away from implementing sharrows in favor of other bicycle infrastructure.

The final MSIS report, which was released in 2016, included 200 projects that were prioritized and remain unfunded and unbuilt, and are still considered “active” by local jurisdictions. In an effort to understand the return on investment for these 200 projects, WMATA staff looked at the pedestrian projects, which were 62 in total, that were included in the priority list. These pedestrian projects were estimated to cost nearly \$13 million and the monetized benefit of these projects (in increased ridership and reduced MetroAccess trips) was estimated at approximately \$24 million. So, the study found that the return on investment for the 62 projects would be approximately \$11 million.

Figure 3 features a map depicting the scoring for all 4,200+ projects identified in the MSIS master inventory. Using the rankings assigned to each project, WMATA staff listed each project in rank order by jurisdiction to identify the top 50 to 100 projects for further review. The maps of the Metro priority projects in each jurisdiction were refined through jurisdiction feedback.

Figure 3: MSIS Prioritization of Pedestrian and Bicycle Improvements Around Metrorail Stations



Source: WMATA Metrorail Strategic Investment Strategy

Figure 4 provides a tally of all the projects that were initially identified for the MSIS (4,217), along with the projects that were initially prioritized (394) and the final number of prioritized projects (200) that were considered still “active” after review at the jurisdictional level.

Appendix B features a table with information about the 200 projects that were identified as priorities and were still active at the time the MSIS study was finalized in 2016.

For the purposes of identifying TPB priority initiatives, the list of 200 projects prioritized in the MSIS should be considered illustrative. Given the time that has passed since the release of the MSIS in 2016, local planning efforts are likely to have changed the reality on the ground in many cases. Therefore, rather than approving the specific projects in the 2016 plan as priorities, the TPB will be asked to endorse the concept of prioritizing station access improvements and will work with its members to promote implementation of such types of projects.

Figure 4: Number of Projects Per Jurisdiction Identified in the MSIS

	Station Access Projects Identified in Local and Other Plans					Initial Number of Priority Projects	Priority Projects Potentially Still Requiring Further Action
	Plans Sidewalk/ Trail	Inter-section	On-Street Bike	Other	Total		
Arlington County	68	26	86	55	235	50	40
City of Alexandria	43	86	147	7	283	102	1
District of Columbia	355	305	350	84	1,094	72	61
Fairfax County	182	258	327	54	821	50	26
Montgomery County	188	152	214	53	607	70	49
Prince George's County	374	393	307	103	1,177	50	23
TOTAL	1,210	1,220	1,431	356	4,217	394	200

Source: WMATA Metrorail Strategic Investment Strategy

NEXT STEPS

By endorsing the non-motorized initiatives described in this report, the TPB will take a step toward including these concepts in the aspirational element of the 2018 update of the region's long-range plan, *Visualize 2045*, which is scheduled for TPB approval in October 2018. The meaning of such an endorsement would not be a mandate from the TPB for its member jurisdictions to alter their own plans, programs, or policies or to design, fund, and implement these initiatives without further study.

The TPB's endorsement would be a call for future concerted action by TPB members. Staff believe that at a minimum, it would involve a commitment by all TPB member jurisdictions and agencies to collaborate and undertake further examination of the concepts represented by the endorsed initiatives. Such next steps could include a study of the constructability of projects associated with the initiatives. Following such study could be efforts to secure funding to implement them. Funding sources could include future federal TIGER grants, the TPB's TLC and TAP program, and other funding opportunities in the region.

APPENDIX A

National Capital Trail Projects

Name	Jurisdiction	Description	Primary Plan Documents	Purpose
Capital Crescent Trail	Montgomery County	Connect Capital Crescent Trail to Silver Spring Transit Center	Montgomery County Trails Plan, Purple Line	Fill Gap
Silver Spring Green Trail	Montgomery County	Connect Silver Spring Transit Center to Sligo Creek Trail	Montgomery County Trails Plan, Purple Line	Fill Gap
Anacostia River Trail	DC	Connect to Prince George's County Anacostia River Trail	MoveDC, NPS Paved Trails	Fill Gap
Georgetown Waterfront Connector	DC	Connect Capitol Crescent Trail to Rock Creek Trail	NPS Paved Trails, MoveDC	Fill Gap
Capitol to Virginia Ave SE Trail	DC	Connect US Capitol to Virginia Ave SE	MoveDC	Fill Gap
South Capitol Street Trail	DC	Connect Anacostia Riverwalk Trail south to PG County	NPS Paved Trails, MoveDC	Fill Gap
Oxon Cove Hiker Biker Trail Connector	DC, Prince George's	Provides an off-street connection between the NPS Oxon Hill Farm property and the proposed South Capitol Street Trail currently under development by the DDOT.	NPS Paved Trails	Fill Gap
Oxon Hill Farm Trail Connector	Prince George's County	Develop on-street facility from Oxon Hill Farm Trail across I-495 to Oxon Hill Road and Harborview Avenue (in Prince George's Co.); improve signage and crossings.	NPS Paved Trails, Prince George's County Trails Plan	Fill Gap
Extend 15th Street NW Protected Bike Lane	DC	Connect existing protected bike lane to 14th Street Bridge	MoveDC, NPS Paved Trail	Fill Gap
Virginia Ave SE Protected Bike Lane	DC	Connect to 11 th St Bridge and Anacostia Riverwalk Trail	MoveDC	Fill Gap
Union Street at Pendleton Street Improvements	Alexandria	Extend the Mount Vernon Trail by two blocks	Alexandria Pedestrian and Bicycle Master Plan	Fill Gap
P Street SW Protected Bike Lane	DC	South Capitol Street to SW Waterfront	MoveDC	Fill Gap
Key Bridge Connection to Capital Crescent Trail	DC	Provide direct connection from Key Bridge to the Capitol Crescent Trail	NPS Paved Trails, MoveDC	Short Connection
Whitney Memorial Bridge Ped and Bicycle Access	DC	Connect Anacostia Riverwalk Trail to East Capitol Street	MoveDC, NPS Paved Trails	Short Connection
Arboretum Bridge	DC	Connect National Arboretum to Anacostia River Trail System	MoveDC, NPS Paved Trails Plan	Short Connection

Name	Jurisdiction	Description	Primary Plan Documents	Purpose
Fort Lincoln Connector Trail	DC	Connect Fort Lincoln to Anacostia River Trail System	MoveDC	Short Connection
Royal Street Neighborhood Bikeway	Alexandria	Provide direct, alternative connection for Mount Vernon Trail users traveling through Old Town	Alexandria Pedestrian and Bicycle Master Plan, Alexandria CIP	Short Connection
Potomac Yard Trail to Four Mile Run Park Connection	Alexandria	Connect Potomac Yard Trail to Four Mile Run Park Trail on Alexandria side of river	Alexandria Pedestrian and Bicycle Master Plan, North Potomac Yard Small Area Plan	Short Connection
Four Mile Run Park to Mount Vernon Trail Connection	Alexandria	Connect Four Mile Run Park Trail to Mount Vernon Trail on Alexandria side of river	Alexandria Pedestrian and Bicycle Master Plan, North Potomac Yard Small Area Plan	Short Connection
Arlington Ridge Park Connection to TR Bridge	Arlington	Connect Arlington Ridge Park (USMC Memorial and Netherlands Carillon) to the TR Bridge	NPS Paved Trails Plan, Realize Rosslyn Sector Plan	Short Connection
Mount Vernon Trail Connection to the TR Bridge	Arlington	Connect trail on the south side of the TR Bridge to the Mount Vernon Trail	NPS Paved Trails Plan, Realize Rosslyn Sector Plan	Short Connection
Long Bridge Park Esplanade Extension (to Mt. Vernon Trail)	Arlington	Extend Long Bridge Park Esplanade with a bridge over the George Washington Memorial Parkway (GWMP) to connect with the Mt. Vernon Trail. (With possible new connections across the Potomac River to D.C.)	Long Bridge Park Master Plan	Short Connection
Connection from 14th Street Bridge to Boundary Channel Drive and Long Bridge Park	Arlington	The project addresses a bridge connection and a trail gap by establishing a formal connection from the 14th Street Bridge to the Pentagon by way of Boundary Channel Drive and also connecting the trail network to the recently constructed Long Bridge Park in Arlington County. This connection would greatly improve access to the Mount Vernon Trail and link to major parks in Virginia to Downtown D.C.	NPS Paved Trails	Short Connection
Mount Vernon Trail Connection to the Theodore Roosevelt Bridge	Arlington	The trail on the south side of the Theodore Roosevelt Bridge crosses the George Washington Memorial Parkway and terminates abruptly with no connections to the Mount Vernon Trail (or points west), stranding users in an area between several busy on-and off-ramps to the Parkway and Arlington Boulevard.	NPS Paved Trails	Short Connection
Airport Access Road at GWMP	Arlington	Improve access on Airport Access Road overpass to Reagan National Airport/ Aviation Circle; connect with steps; expand sidewalks	NPS Paved Trails	Short Connection
TR Bridge Connector	DC	Improve safety of trail connectivity between National Mall, TR Bridge and Rock Creek Park Multi-Use Trail	NPS Paved Trail	Short Connection, Upgrade

Name	Jurisdiction	Description	Primary Plan Documents	Purpose
Pedestrian and Bicycle Access at Lincoln Memorial Circle	DC	Develop a set of recommendations to improve visitor safety and reduce conflicts for motorists, pedestrians, and cyclists at Lincoln Memorial Circle.	NPS Paved Trails	Upgrade
East Abingdon at Mount Vernon Trail	Alexandria	Improve safety at East Abingdon and Slaters Lane intersection	Alexandria Pedestrian and Bicycle Master Plan, Alexandria CIP	Upgrade
Mount Vernon Trail - Widening	Alexandria	Create a wider, user-separated trail between East Abingdon and Pendleton Street	Old Town North Small Area Plan	Upgrade
Mount Vernon Trail and Four Mile Run Trail Intersection	Arlington	Provide safety and sightline improvements and explore the potential for new roundabout at Intersection of Mount Vernon Trail and Four Mile Run Trail at Reagan National Airport	NPS Paved Trails	Upgrade

APPENDIX B

Metrorail Station Investment Strategy - Priority Projects Potentially Still Requiring Further Action

A table with information about the 200 projects that were identified in WMATA's MSIS study is under development. The table will be provided in the next draft of this document.