

TPB BICYCLE AND PEDESTRIAN PLANNING ACTIVITIES

An overview of successes, major TPB plans, and future activities

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Climate, Energy and Environmental Policy Committee
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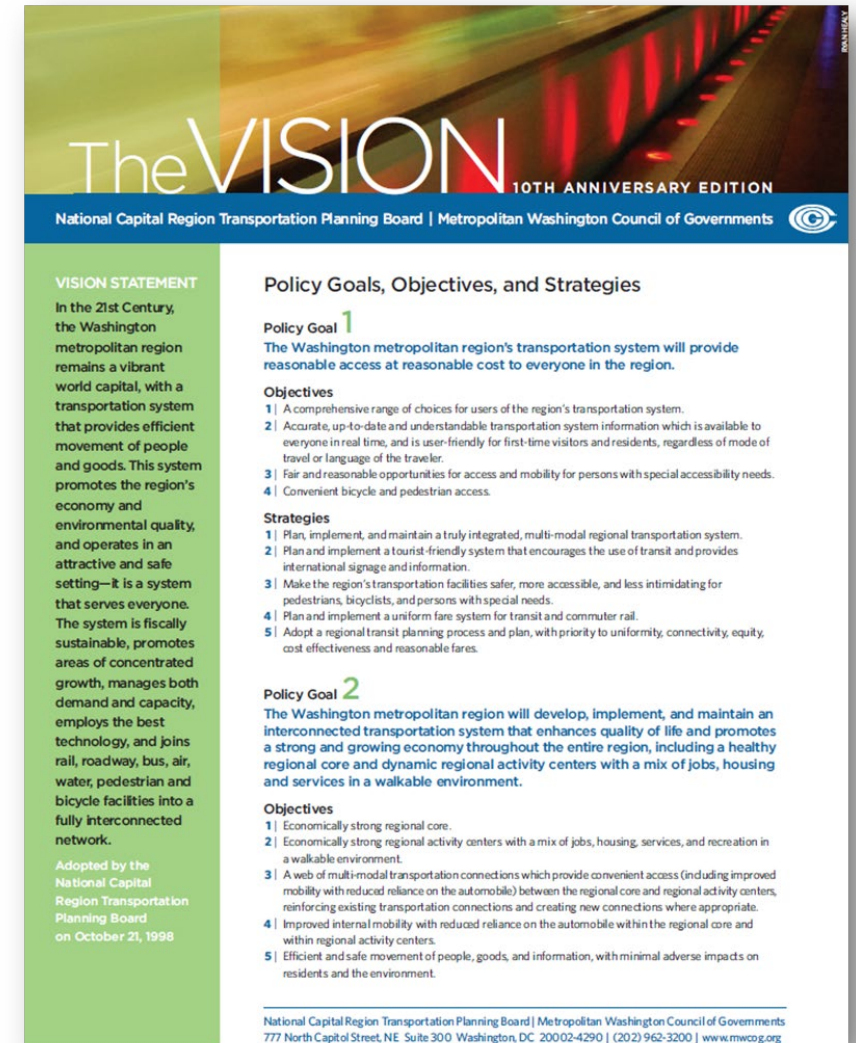


TPB Vision Goals (1998)

- A healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment
- A web of multi-modal transportation connections between the regional core and regional activity centers
- Reduce reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives
- Increase transit, ridesharing, bicycling and walking mode shares
- Reduce mobile source emissions
- Reduce per capita VMT



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Successes since 1998

- Strong Growth in the Urban Core and Activity Centers
 - DC gained roughly 130,000 people between 1998 and 2024
- Bike commute mode share quadrupled in DC
- Capital Bikeshare & Shared E-Scooters
- Major walkable, bikeable infill developments added:
 - Eastern Downtown/Chinatown, Columbia Heights, U Street NW, H Street NE, NOMA, Yards Park, Southwest Waterfront
 - Old Town Alexandria, Potomac Yards
 - Rosslyn-Ballston Corridor, Crystal City
 - Silver Line/W&OD Trail corridor, etc.
- “Complete Streets” policies implemented
- New Bike/Ped/Trails Plans and Staff in nearly every major jurisdiction
- Progress towards a fully connected trails system



The Wharf, SW DC
Photo Credit: Michael Farrell



TPB Bike-Ped Planning Activities

- **Bicycle and Pedestrian Subcommittee of the TPB Technical Committee:**
 - Longstanding subcommittee with coordination, advisory, and information exchange roles.
 - Advise on the bike ped aspects of other TPB plans and programs, including transportation, Safety, Freight, Commuter Connections, Access for All, and the Citizens Advisory Committee
- **Monitor Nonmotorized Accommodation:** Monitor and update nonmotorized recommendations for project information in the Transportation Improvement Program (TIP) and Project Info Tracker (PIT).
- **Emerging modes:** Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- **Street Smart:** Provide technical advice to the “Street Smart” regional pedestrian and bicycle safety public outreach campaign.
- **Workshops:** Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff
- **Bike to Work Day:** Assist Commuter Connections, which organizes this event with WABA



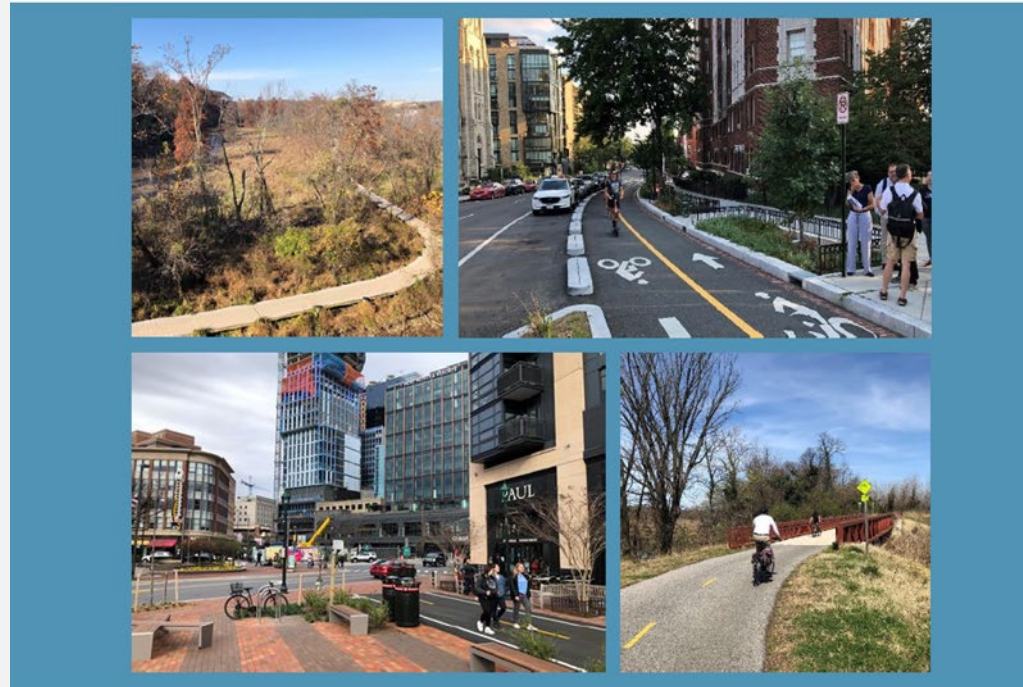
Proposed Major Products for FY 2026

- Updated Regional Bicycle and Pedestrian Plan (last published in May 2022)
- Updated National Capital Trail Network map & progress report (last updated in February 2024)



BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

May 2022



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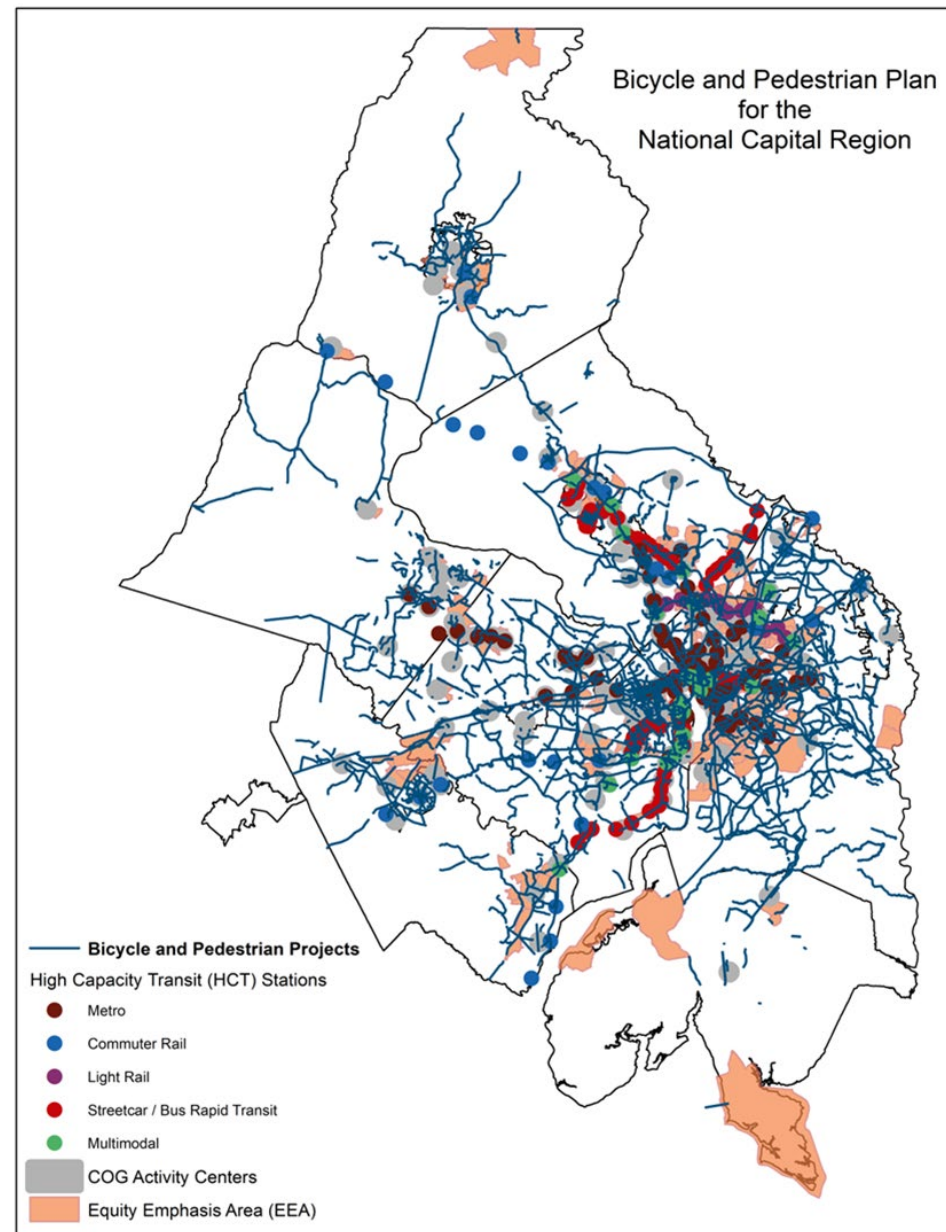
Why have a Regional Bicycle and Pedestrian Plan?

- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
 - Bicycling and walking trends
 - Safety, Complete Streets
 - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
 - Compiled from agency/jurisdictionally approved plans; includes both funded and unfunded projects
 - Includes the National Capital Trail Network
 - Informs planners and the public

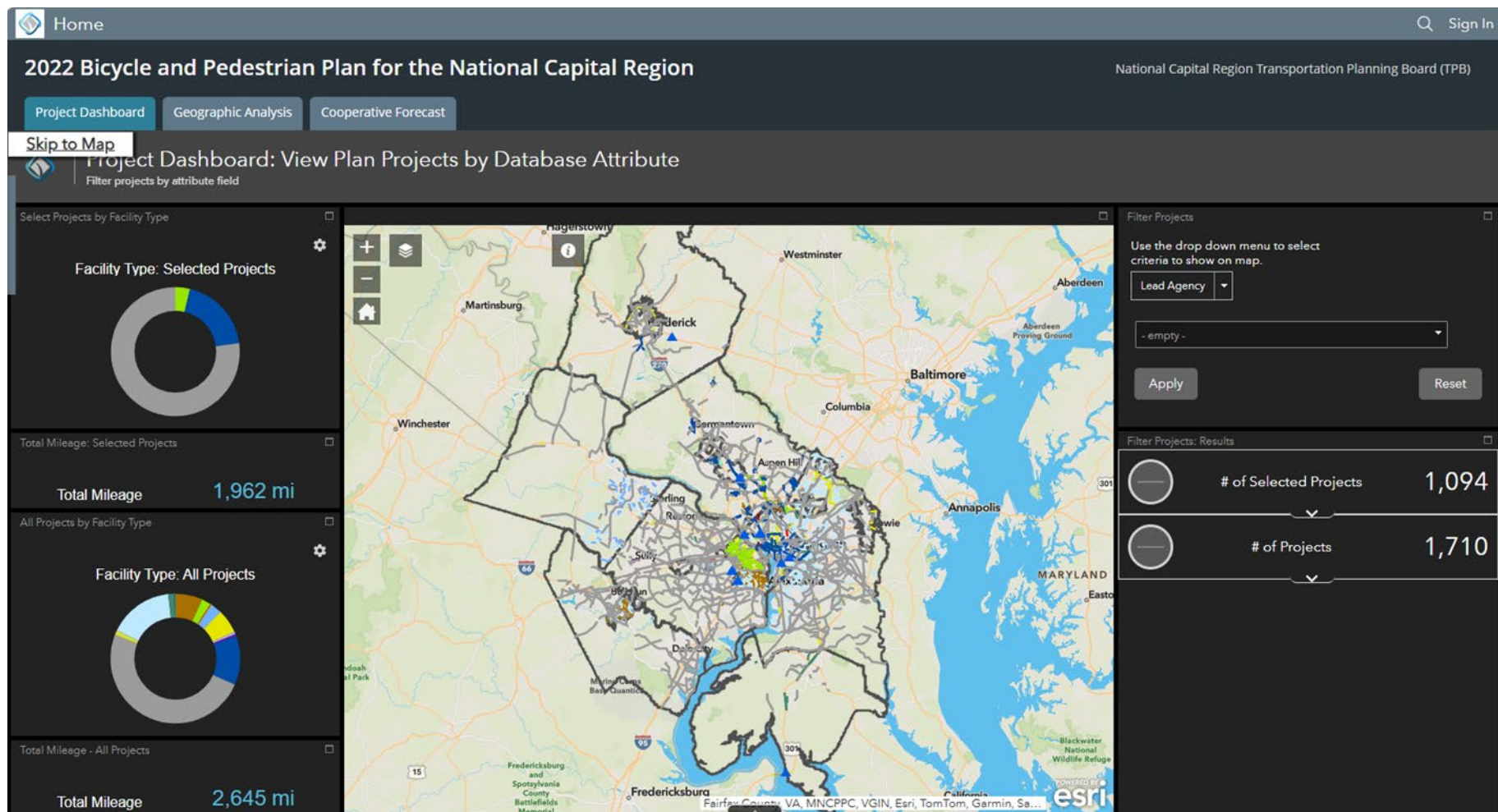


2045 Bicycle and Pedestrian Network¹

1 - The 2022 Bicycle and Pedestrian Plan referenced access to various geographies, including Equity Emphasis Areas. The update of the plan may use updated or different geographies.



TPB Resources and Applications Page (TRAP)



Planned Facilities

Planned Facilities	Miles
“Low Stress” Facilities: <ul style="list-style-type: none">• Shared Use Paths• Protected Bike Lanes• Bike Boulevards	1962
Other: <ul style="list-style-type: none">• Standard Bike Lanes• Buffered Bike Lanes• Signed On-Road Bike Routes• Streetscaping Projects• Pedestrian Intersection Improvements	683
Total	2645



Outlook

- Adopt Updated Plan in May-June 2026
- Four-year update cycle
- Will include updated National Capital Trail Network and a 2050 Low Stress Network
- Input from Access for All, Community Advisory Committee, Transportation Safety Subcommittee, and Bicycle & Pedestrian Subcommittee, TPB Technical Committee, and TPB



National Capital Trail Network

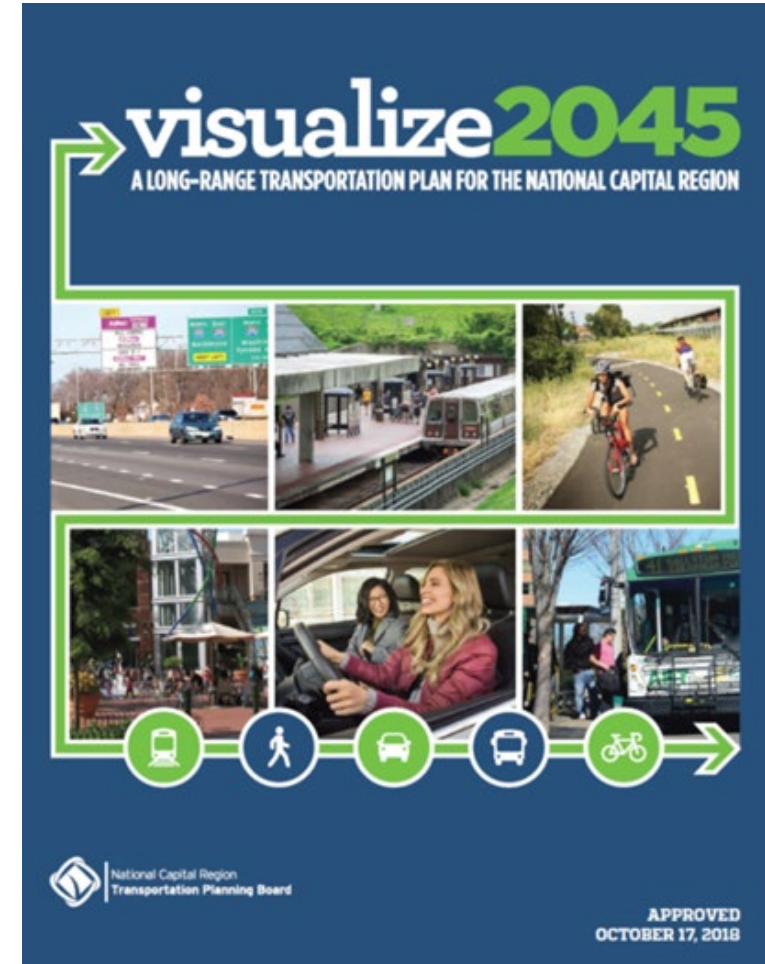
2023 Update



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Background

- December 2018 – TPB Resolution R20-2019 directed TPB staff to build upon the circumferential National Capital Trail to create a regional trail network that would extend into all TPB jurisdictions
- July 2020 - TPB approved Resolution R5-2021, adopting the National Capital Trail Network (NCTN)
 - Directed TPB staff to give priority to NCTN projects for TLC and TA funds
 - Report progress towards implementation
- February 2024– Updated NCTN Map Adopted



What is the National Capital Trail Network?

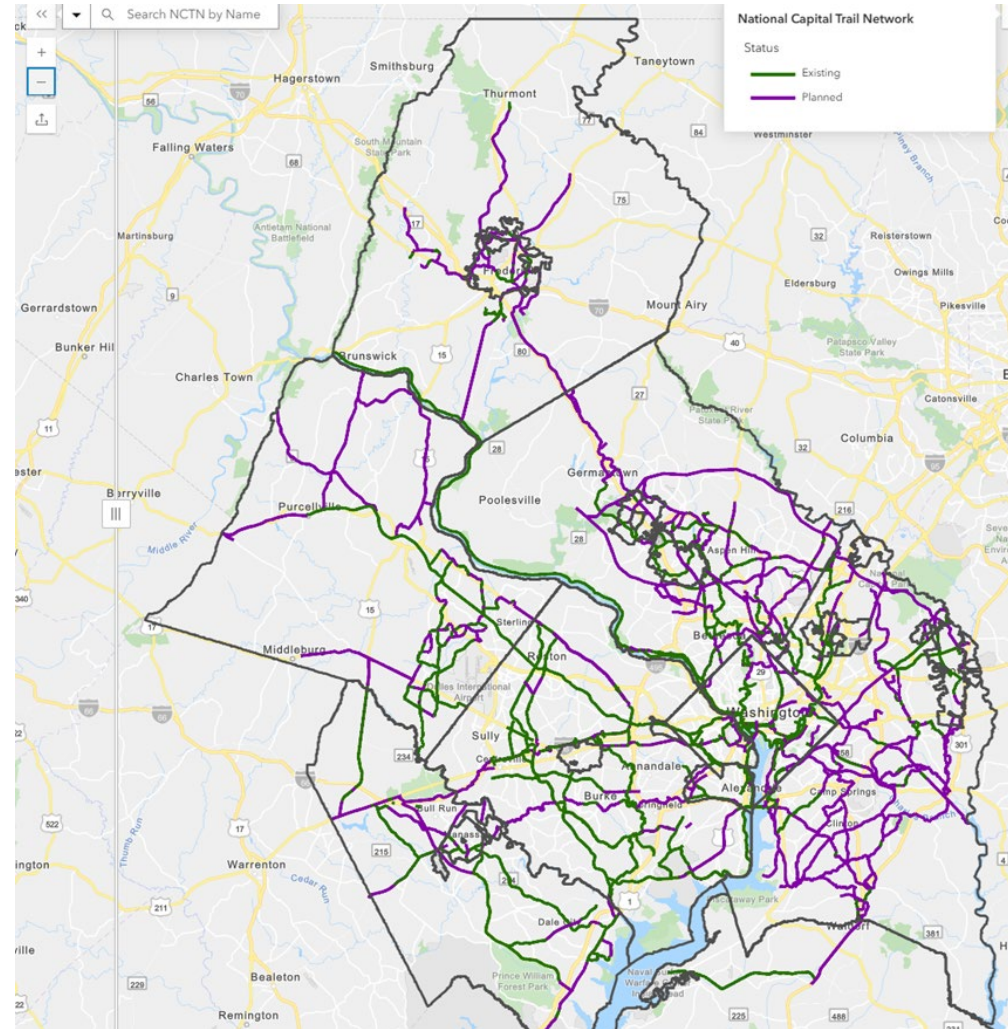
- Long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian facilities
- Accessible for all ages and abilities
- Healthy, low-stress access to open space
- Clean, inexpensive, reliable transportation
- Serves nearly all TPB priority areas, and most people and jobs
- Completing the National Capital Trail Network (NCTN) is one of the TPB's seven transportation initiatives from Visualize



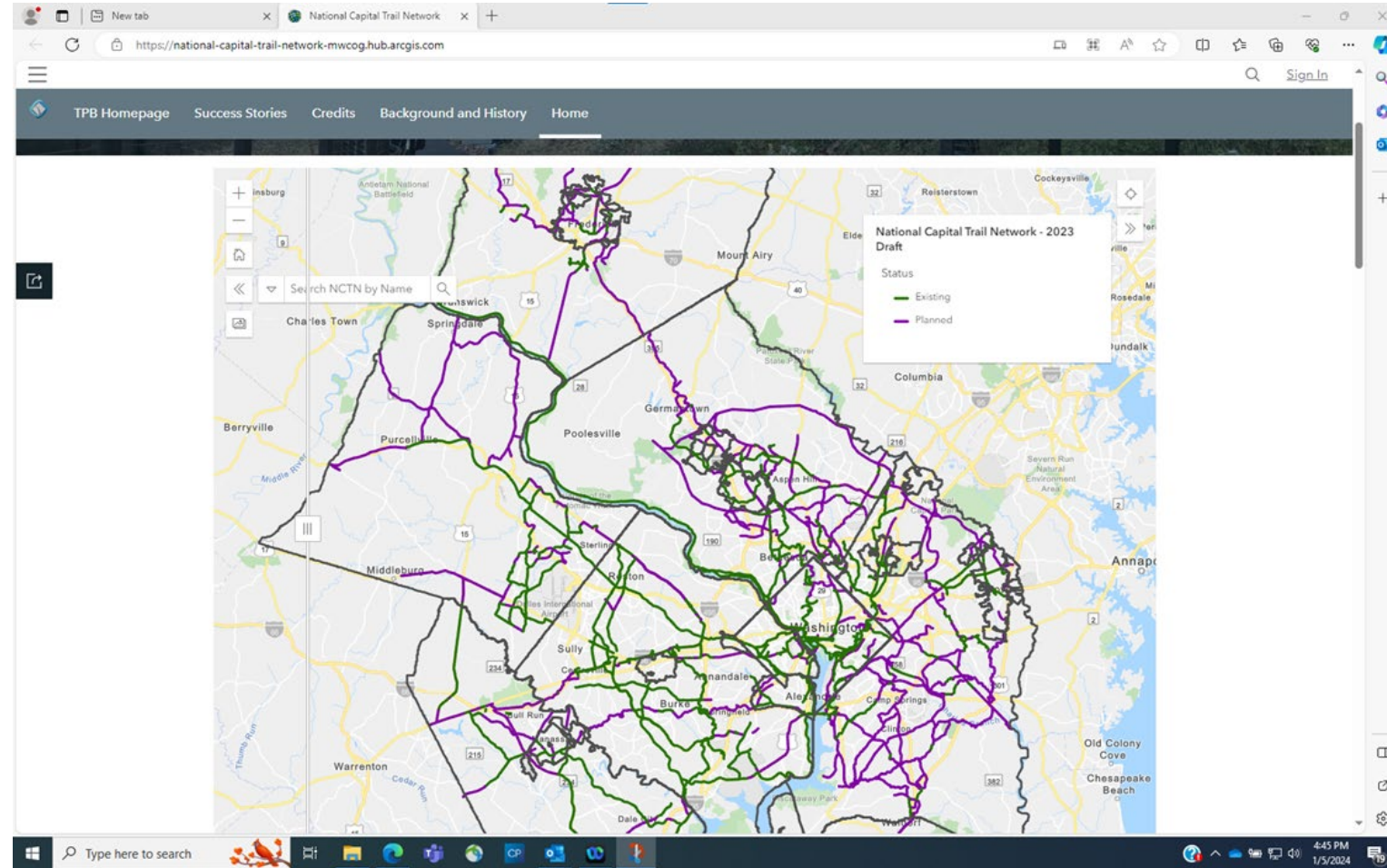
Mount Vernon Trail (BeyondDC, flickr.com)



National Capital Trail Network Map



National Capital Trail Network Web Page



Progress Towards Completion 2020-2023

NCTN	Miles 2023	Miles 2020	Difference
Existing	752	644	+108
Planned	797	778	+19
Total	1549	1422	+127
Completed Since 2020	83*		

**83 Miles
Completed
2020-2023**

- 83 miles of the National Capital Trail Network were completed from 2020-2023, a rate of approximately 27 miles per year*
 - *Based on projects that transitioned from planned to existing from 2020 to 2023
- 2020 – 45% existing, 55% planned (by mileage)
- 2023 – 49% existing, 51% planned
 - At the current rate, it would take about 30 years to complete the NCTN



Priority Areas Served by the 2023 Network

Buffer Analysis 1/2 mile from NCTN Features	Within NCTN Buffer	Total Number of Features	% Served
Equity Emphasis Areas ¹	334	364	92%
Regional Activity Centers	136	140	97%
High-Capacity Transit Areas	210	225	93%
Transit Access Focus Areas	48	49	98%

1 – Analysis of the 2023 network was completed in 2022 using various geographies, including Equity Emphasis Areas. The update of the NCTN may use updated or different geographies.



Population and Employment Served

Half Mile NCTN Buffer w/ TAZ, Cooperative Forecast 10	Within NCTN Buffer	TPB Area Total*	% Served
2020 Population	3,574,579	5,630,518	63%
2020 Employment	2,282,729	3,169,247	72%
2030 Population	3,913,552	6,139,420	64%
2030 Employment	2,569,958	3,549,888	72%



Outlook

- Adopt Updated NCTN in January-February 2026
- Two-year update cycle
- Incorporate into the updated Bicycle and Pedestrian Plan
- Recommend that jurisdiction staff update the NCTN in their jurisdictions through the PIT mapping tool, or through some other mapping tool



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