

FY 2026 BICYCLE AND PEDESTRIAN PLANNING ACTIVITIES

Proposed Major Products

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Proposed Major Products for FY 2026

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



Other 2026 Bike-Ped Planning Activities

- **Bicycle and Pedestrian Subcommittee.** Support the Bicycle and Pedestrian Subcommittee in its coordination, advisory, and information exchange roles
- **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** (Commuter Connections)
- **Technical Assistance.** TPB funds numerous active transportation planning and design projects.
- **TPB Resources and Applications/Active Transportation**



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 is one of the TPB's seven transportation initiatives from Visualize



Mount Vernon Trail (BeyondDC, flickr.com)

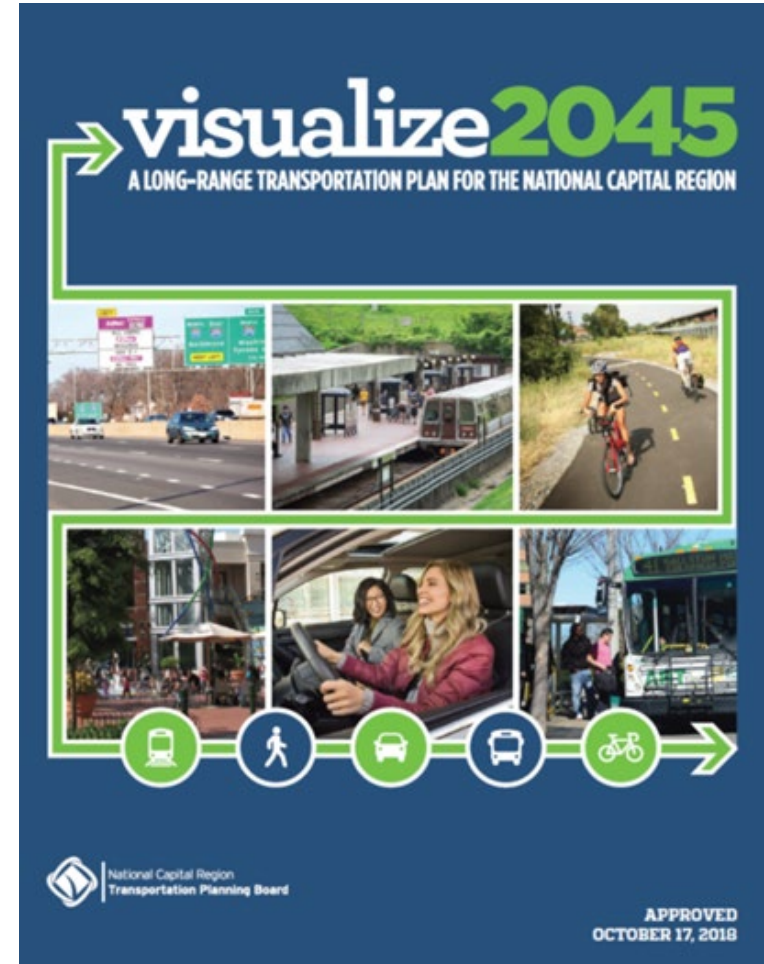


Background

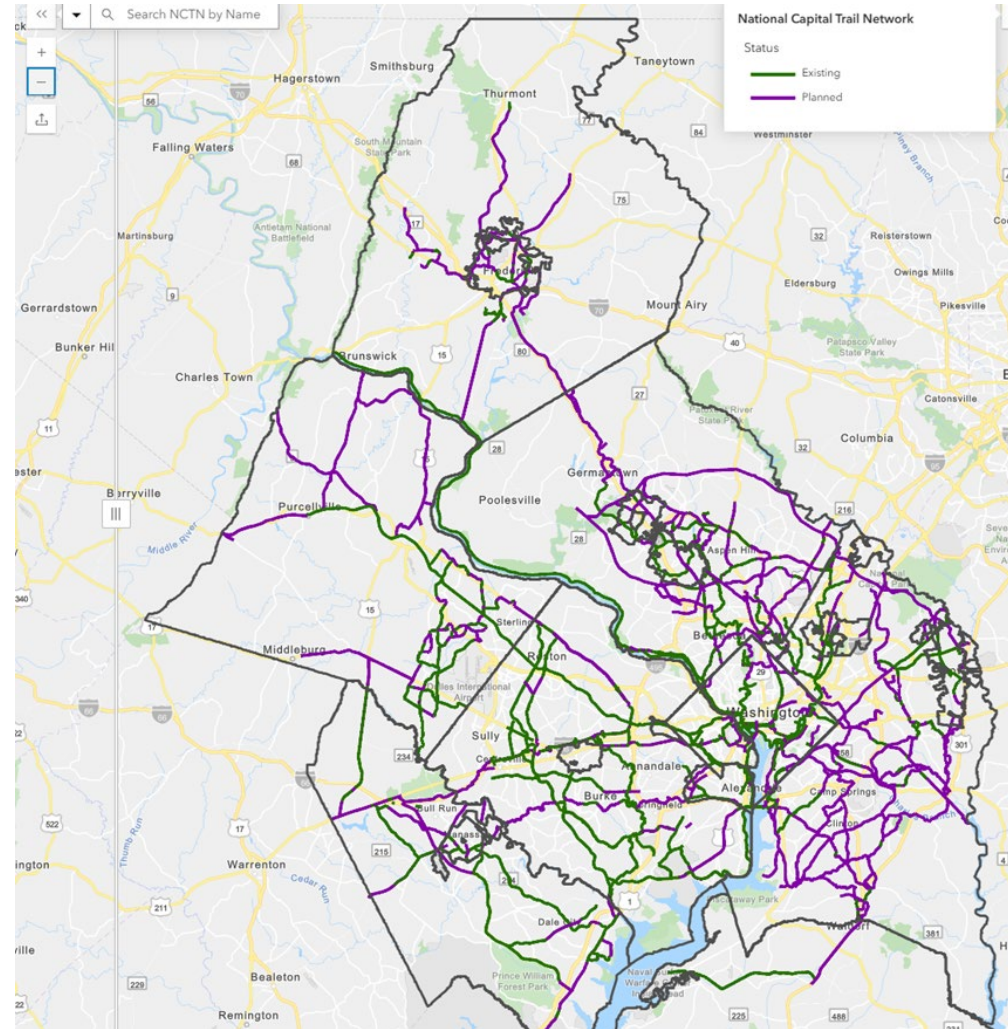
- December 2018 – TPB Resolution R20-2019 directed TPB staff to build upon the circumferential National Capital Trail to create a regional trail network that would extend into all TPB jurisdictions
- July 2020 - TPB approved Resolution R5-2021, adopting the National Capital Trail Network (NCTN)
 - Directed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



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National Capital Trail Network Map



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*	334	364	92%
Regional Activity Centers	136	140	97%
High-Capacity Transit Areas	210	225	93%
Transit Access Focus Areas	48	49	98%

*Equity Emphasis Areas will not be used in the 2026 Update

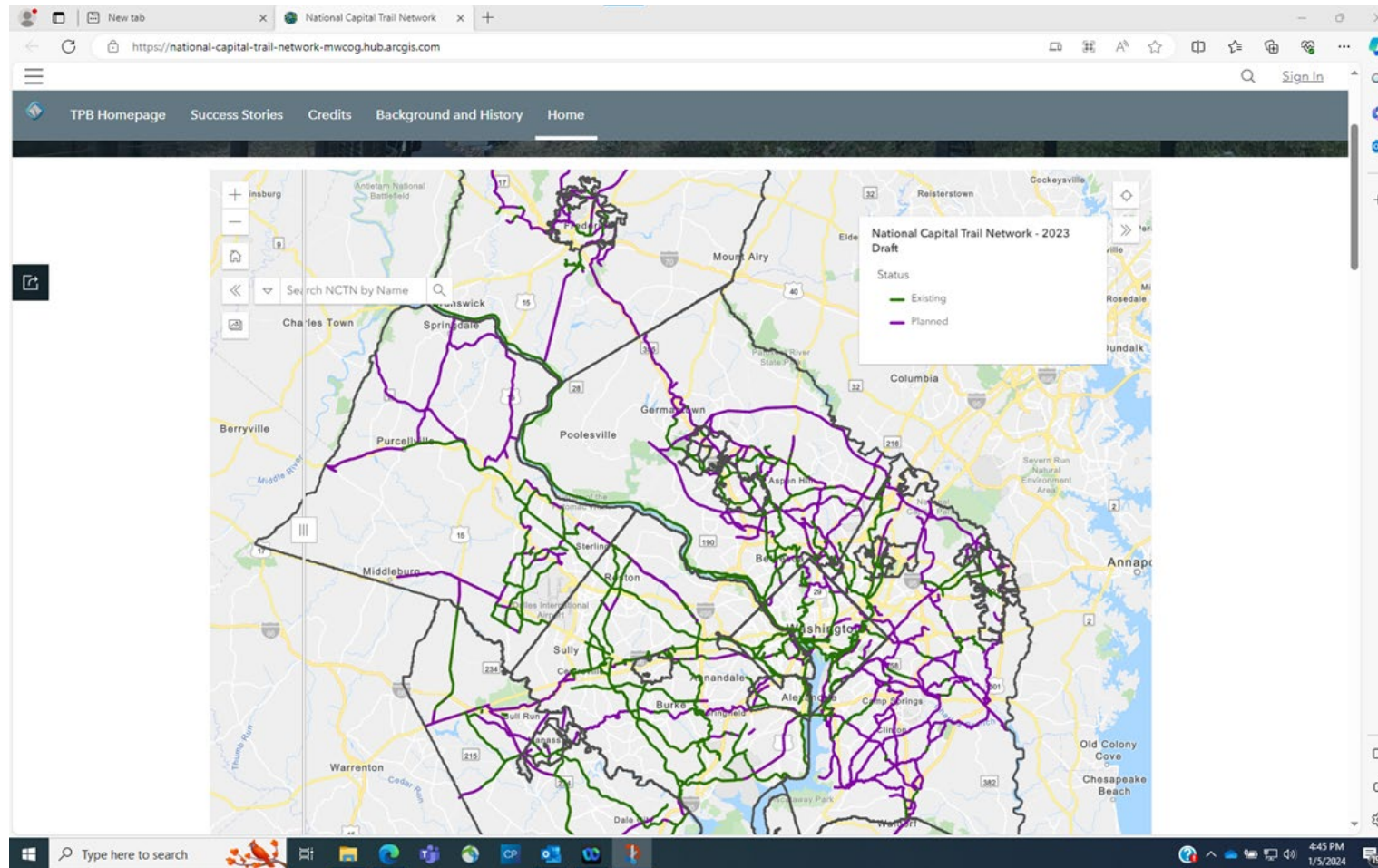


Population and Employment Served

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%



National Capital Trail Network Web Page



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



BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

May 2022



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Why have a Regional Bicycle and Pedestrian Plan?

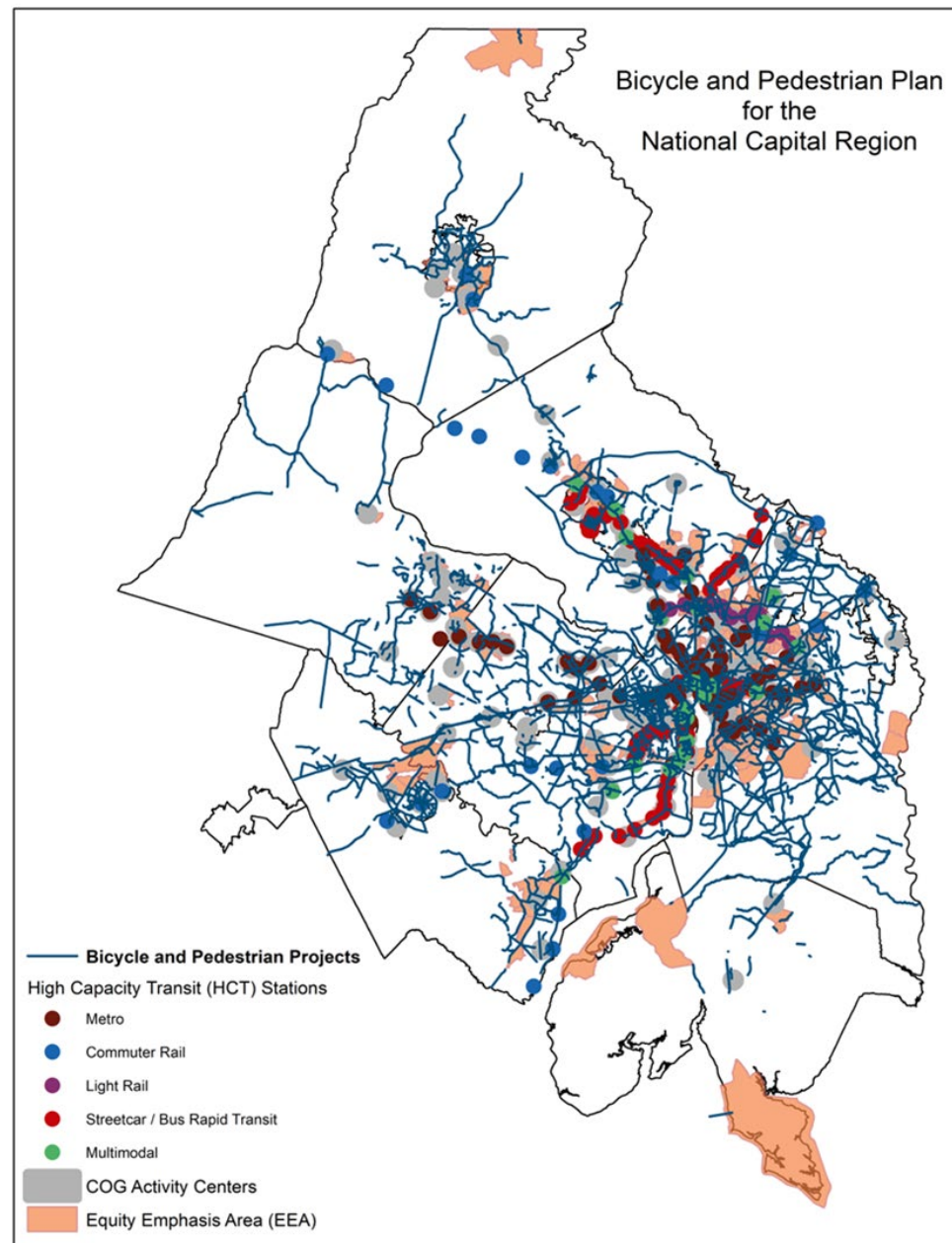
- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, safety, mobility, accessibility
- Specialized information in more detail than in Visualize
 - Bicycling and walking trends
 - Safety, Complete Streets
 - Best/recommended 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

What's in the Plan?

From the Previous Plan	Added in 2022
<ul style="list-style-type: none">• Local, regional, state, and federal context for bike/ped planning• Related COG/TPB Policies and Programs: Complete Streets, Green Streets, etc.• Pedestrian and Bicycle Safety, Street Smart• Existing Facility Types• Best Practices for Bicycle and Pedestrian Planning	<ul style="list-style-type: none">• New federal legislation: IIJA• Regional Roadway Safety Program• 2017/2018 Regional Household Travel Survey• Evolving/Emerging Facility Types• New 2045 BikePed Network, Projects, and Analyses• New 2045 Network Map & Interactive Dashboard



Map of the 2045 Network



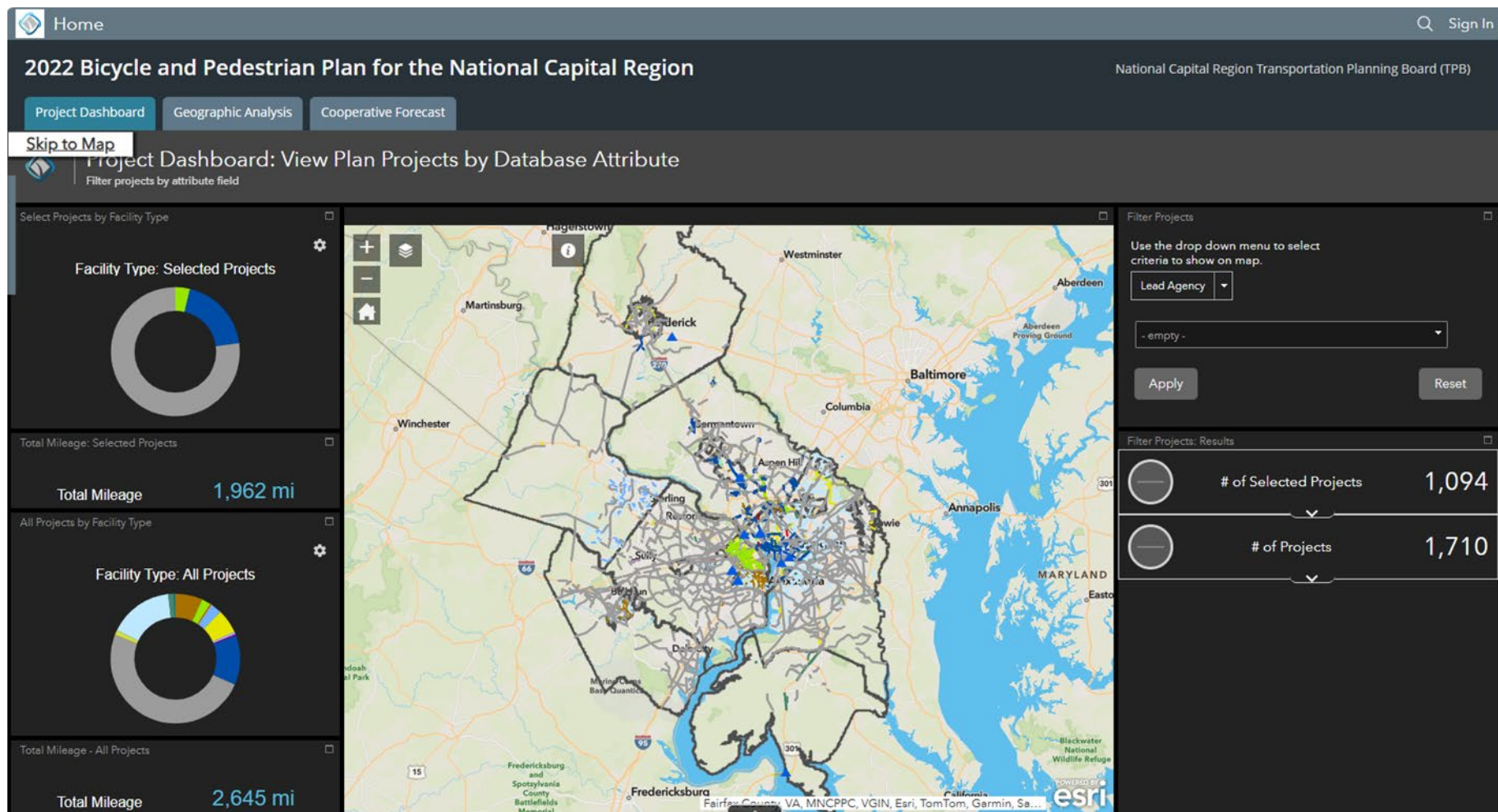
The Low Stress 2045 Network

	Low Stress Network (2022 BP Plan)
Miles (Planned)	1880
% of Population within ½ mile	75%
% Jobs within ½ Mile	86%

*1,880 of the Bicycle and Pedestrian Plan's overall 2,500 planned miles are expected to be "low-stress" facility types such as shared use paths and protected bike lanes. Source: COG/TPB.



TPB Resources and Applications Page (TRAP)



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



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