

# NATIONAL CAPITAL TRAIL NETWORK

## 2026 Update

Michael Farrell  
Senior Transportation Planner

Bicycle and Pedestrian Subcommittee  
May 19, 2026



Mount Vernon Trail (BeyondDC, flickr.com)



# Overview of Today's Presentation

- History of the National Capital Trail Network (NCTN)
- 2023 Update
- The Revised Map
- Changes/Benefits
- Next/future steps

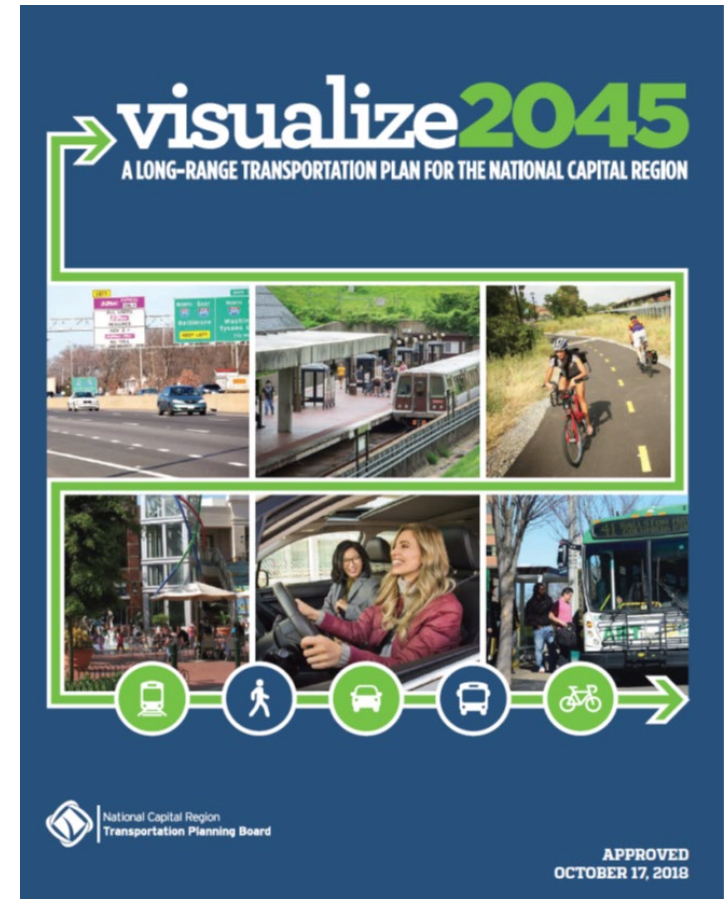


Mount Vernon Trail (BeyondDC, flickr.com)



# Background and Recent Changes

- December 2018 – TPB Resolution R20-2019 directed TPB staff to build upon the 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
- 2023 – NCTN Map updated



# TPB Resolution R5-2021

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- Adopted the National Capital Trail Network
- Directed TPB staff to:
  - Give additional consideration to projects that will implement portions of the network for Transportation Alternatives and Transportation-Land Use Connections funding
  - Report on progress towards implementation of the network
  - Work with the TPB member jurisdictions to update the network, to reflect anticipated new agency bicycle and pedestrian plans
- Asked TPB members to prioritize projects, programs, and policies that will implement portions of the National Capital Trail Network



# 2023 National Capital Trail Network Map

## NCTN Map 2023

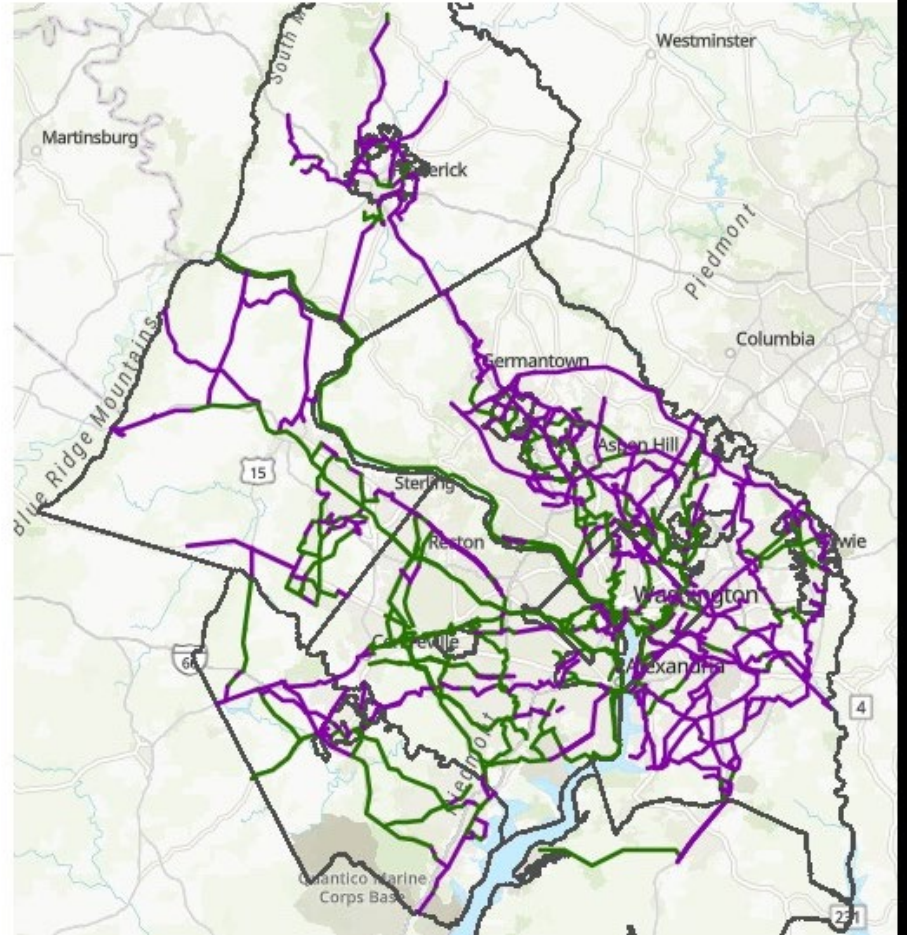
### National Capital Trail Network (NCTN)

#### Status

- Existing
- Planned

#### Boundaries

TPB Members / COG Adjunct Members



# What is the NCTN?

- 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
- [Explore Interactive Map](#)
- [Capital Trails Coalition Map](#)
  - Smaller footprint
  - More Recent Update



Virginia Avenue S.E.



# Priority Areas Served by 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%



# Population and Employment Served

Half Mile NCTN Buffer w/ TAZ, Cooperative Forecast 10	Within NCTN Buffer	Modeled Area Total	% Served
2020 Population	3,574,579	7,503,118	47%
2020 Employment	2,282,729	4,018,860	57%
2030 Population	3,913,552	8,195,344	48%
2030 Employment	2,569,958	4,499,328	57%



# Progress Towards Completion

NCTN	Miles 2023	Miles 2020	Difference
Existing	773	644	+129
Planned	848	778	+70
Total	1621	1422	+199
Completed Since 2020	82*		

- 82 miles of the National Capital Trail Network have been completed since July 2020, a rate of approximately 27 miles per year\*
  - \*Based on projects that transitioned from planned to existing from 2020 to 2023, as identified by jurisdiction staff. Projects listed in Slide 10.
- 2023- 48% existing, 52% planned (by mileage)
- 2020- 45% existing, 55% planned



# Update Tasks for 2026

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## 1. Track Status change from Planned to Existing

- Toole Design Network should include all the NCTN, both Existing and Planned
- Superimpose the NCTN over the Toole BP Plan Network
- ID the segments that have changed from Planned to Existing
- Measure Mileage built since 2022

## 2. Propose New Segments. Must meet NCTN requirement, including:

- Firm Surface (paved or crushed limestone)
- 8' wide for existing, 10' for planned
- Eligible facility type (separated, protected, bike boulevard/breezeway)
- All ages and abilities
- Direct connection to the NCTN network
- Not too many NCTN miles/100,000 population relative to the regional average

## 3. Remove Segments from the Network

- Not feasible
- Reduced Priority for Construction



# Next Steps

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- TPB staff will develop a clear method by which TPB member jurisdictions can submit proposed changes (additions and subtractions) to TPB staff. You may add existing facilities.
- This method will be clear and easy to use. It should not require too much back and forth.
- Member agency staff will have 30 days to submit any changes to the NCTN in their jurisdiction, starting on the day of notification.
- TPB staff may (or may not) suggest their own additions or subtractions. Any such change must be approved by the member agency staff.
- Don't tell us if you decide to adopt the changes in the most recent Capital Trails Coalition Map
- Please feel free to suggest NO changes. The NCTN is intended to be relatively stable, not constantly in flux.



CONTACTS:

## **Michael Farrell**

TPB Senior Transportation Planner  
[mfarrell@mwkog.org](mailto:mfarrell@mwkog.org)

## **Charlene Howard**

TPB Manager, Planning Data Resources  
[charlene@mwkog.org](mailto:charlene@mwkog.org)

[mwkog.org](http://mwkog.org)

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777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
**Transportation Planning Board**