

A group of diverse pedestrians, including men and women of various ethnicities, are walking across a crosswalk on a city street. The scene is captured from a low angle, showing their legs and feet as they move across the white and red striped crosswalk. The background is slightly blurred, showing a fence and some greenery. A semi-transparent blue overlay covers the right side of the image, containing the title and other text.

# TRANSIT WITHIN REACH

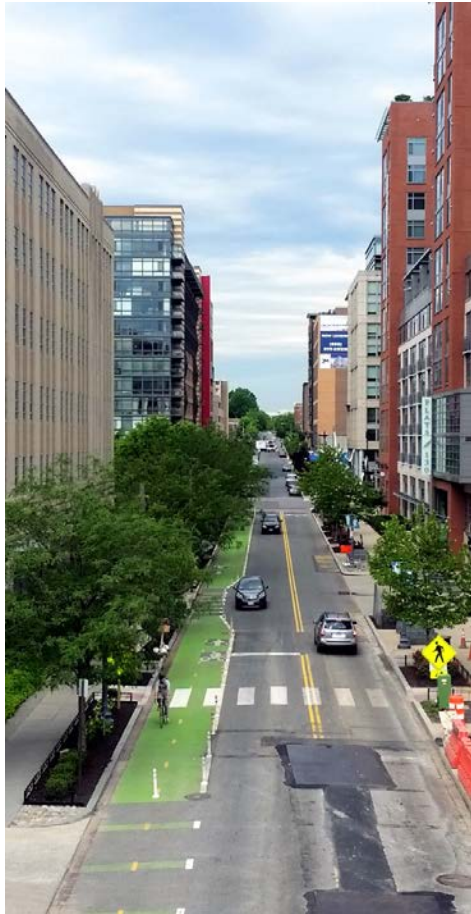
## Transit Access Focus Areas for pedestrian and bicycle improvements

John Swanson  
TPB Transportation Planner

TPB Bicycle-Pedestrian Subcommittee  
July 21, 2020



# We've made a lot of progress improving ped/bike access





# But walking & biking to transit can still be a challenge



# Transit Within Reach project: What it is and why we're doing it

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The TPB's Transit Within Reach project has developed a list of **Transit Access Focus Areas** that will be regionally prioritized for pedestrian and bicycle improvements.

Purpose:

- Support implementation of Visualize 2045 Aspirational Initiatives
- Use the TAFA designations as a criterion for TLC and TAP project selection
- Potentially seek other funding (e.g., BUILD)
- Encourage funding for high-impact ped/bike improvements from local, state, and private sources



# Follow-up to Visualize 2045

- “Improve Walk & Bike Access to Transit” was one of the Aspirational Initiatives in Visualize 2045



**visualize2045**  
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

- TPB Resolution R10-2019 in December 2018 directed staff to:

*“Identify a set of regionally prioritized high capacity transit stations where pedestrian/ bicycle access improvements have the greatest potential to utilize available capacity and increase transit ridership, by building on the previous work by the TPB and WMATA...”*





# Starting principles

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- **Prioritize places where impact would be greatest:**
  - Deficiencies – Where is it difficult to walk and bike to transit?
  - Demand – Where is there significant potential demand for walking and biking?
- **Places, not projects**
  - The project identified opportune station *areas* for improvements, not specific projects
- **Regional balance, local priorities**
  - All jurisdictions with high-capacity transit have at least one priority station area
  - Jurisdictions provided input about their local priorities



# The baseline list for analysis

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The baseline list of station areas met these criteria:

- **High-capacity transit:** Metrorail, commuter rail, BRT, light rail, streetcar
  - Supplemental list of bus-only transit centers
- **Cutoff year of 2030**
- **Activity Center designation**

**208 station areas met these criteria**





# Key factors for analysis

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**1. Where is it difficult to walk or bike to transit?**

We used a walkshed analysis to identify stations with deficient pedestrian and bicycle infrastructure.

**2. Where is there significant potential demand for walking and biking?**

We identified stations with high employment/population density.

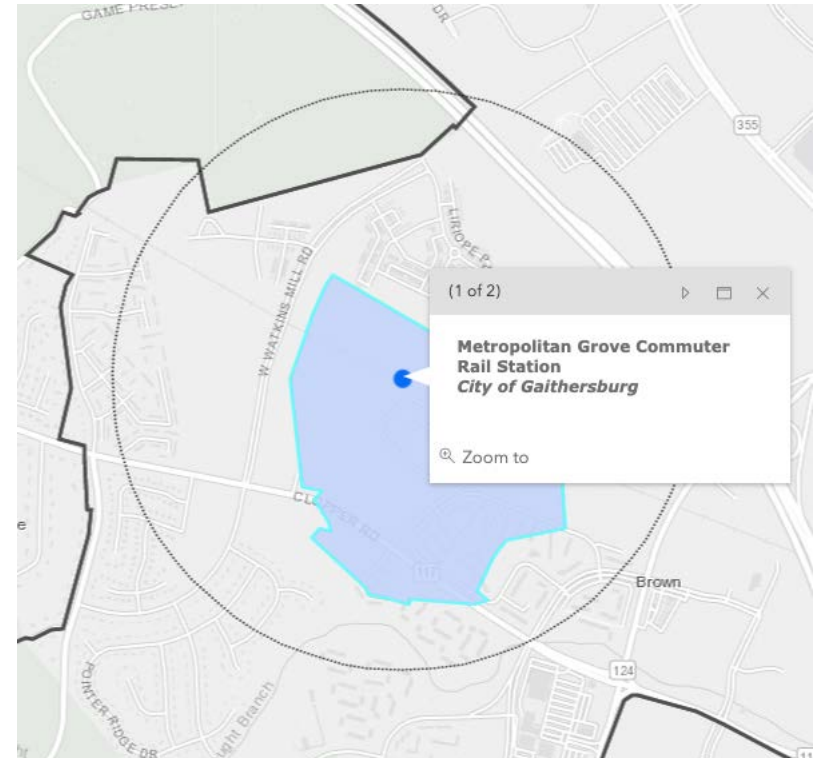
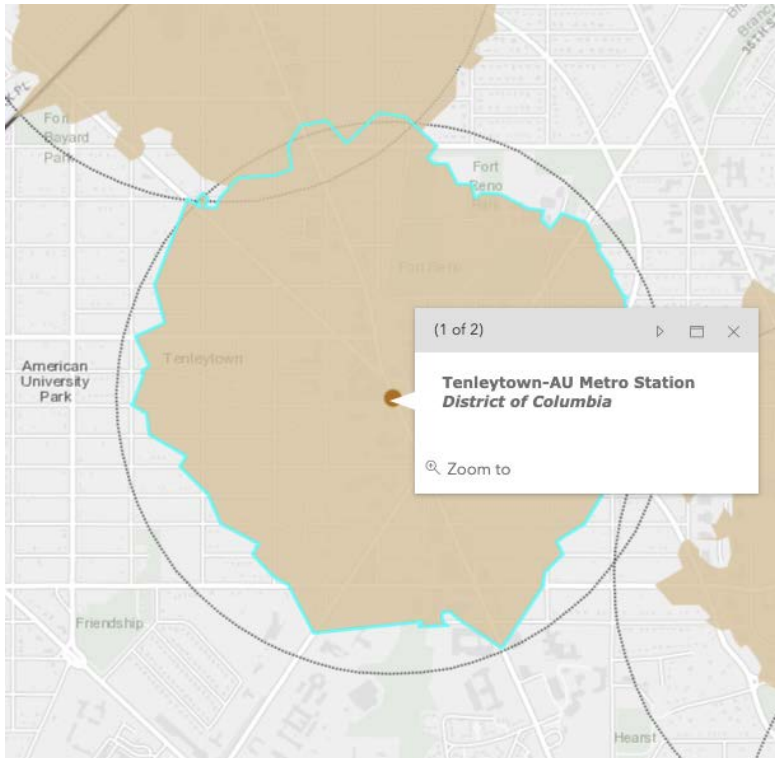
**3. Where are vulnerable populations concentrated?**

We identified station areas that are in Equity Emphasis Areas.



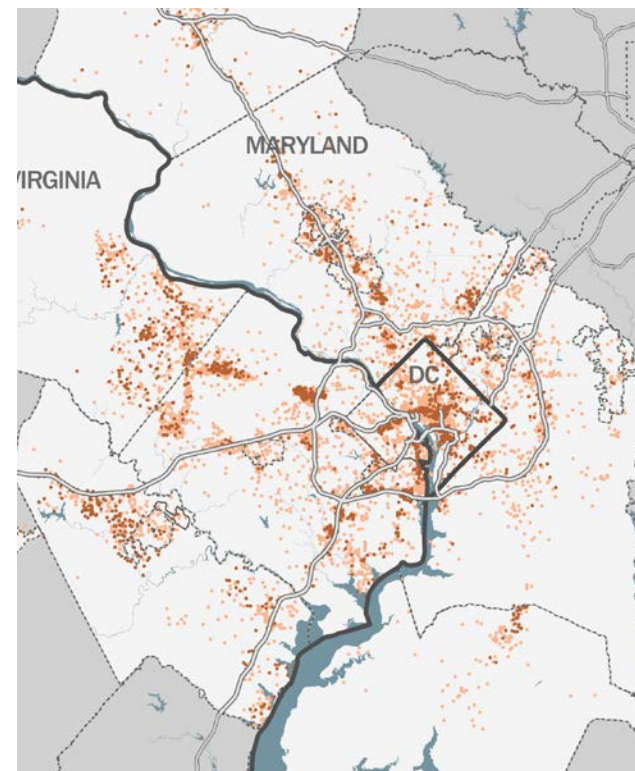
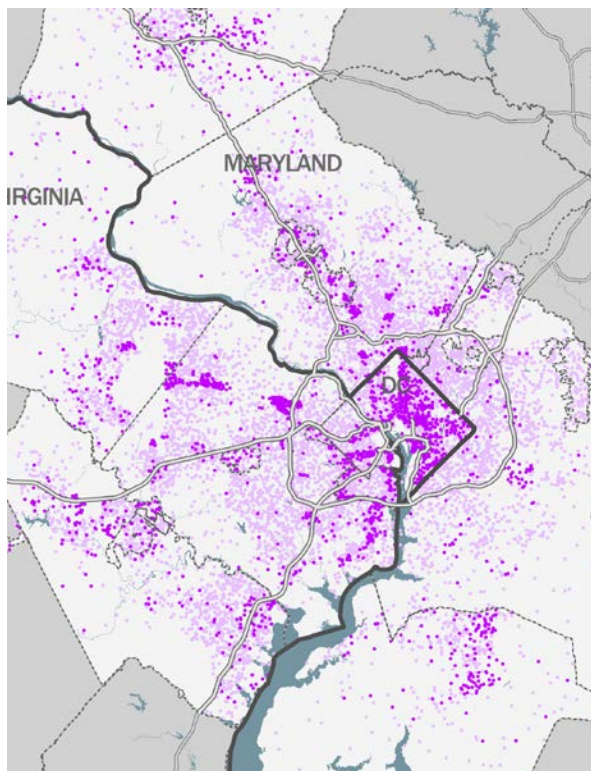
# 1. Where is walking/biking difficult?

## Walkshed analysis



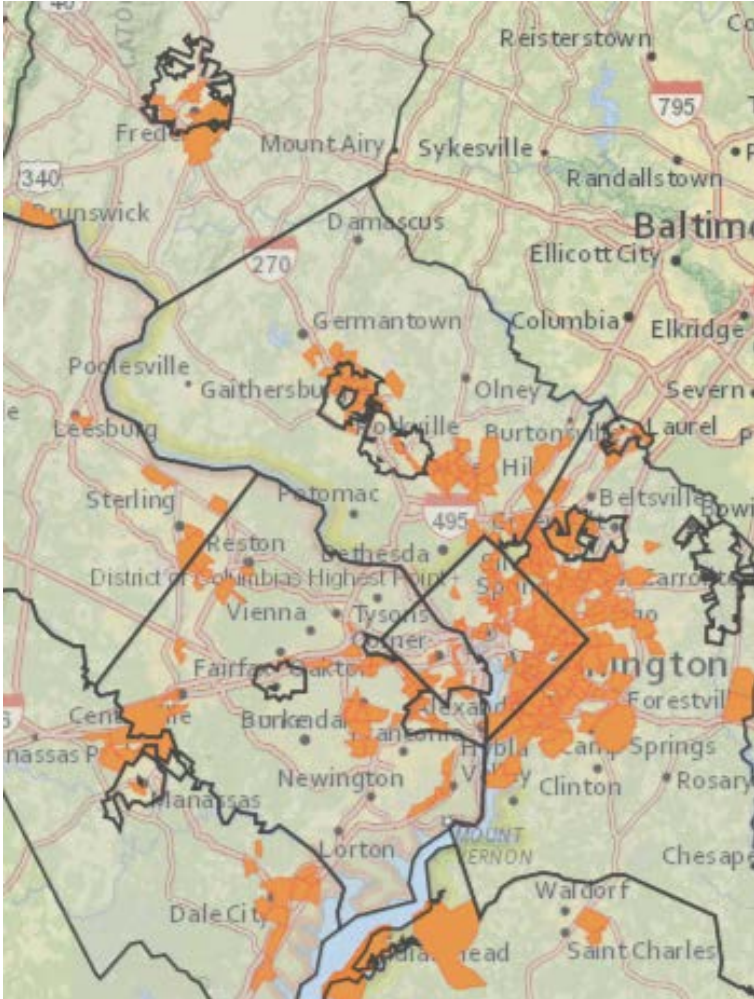
## 2. Where is there demand for walking/biking?

COG's Cooperative Forecasts of Housing and Jobs



# 3. Where are vulnerable populations concentrated?

Equity Emphasis Areas





# Process for identifying TAFAs

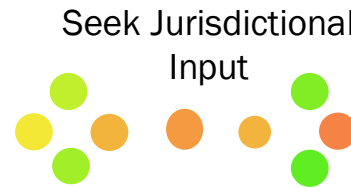
## 1. Deficiencies



## 2. Potential Demand



## 3. Vulnerable Populations



# Developing the list of TAFAs

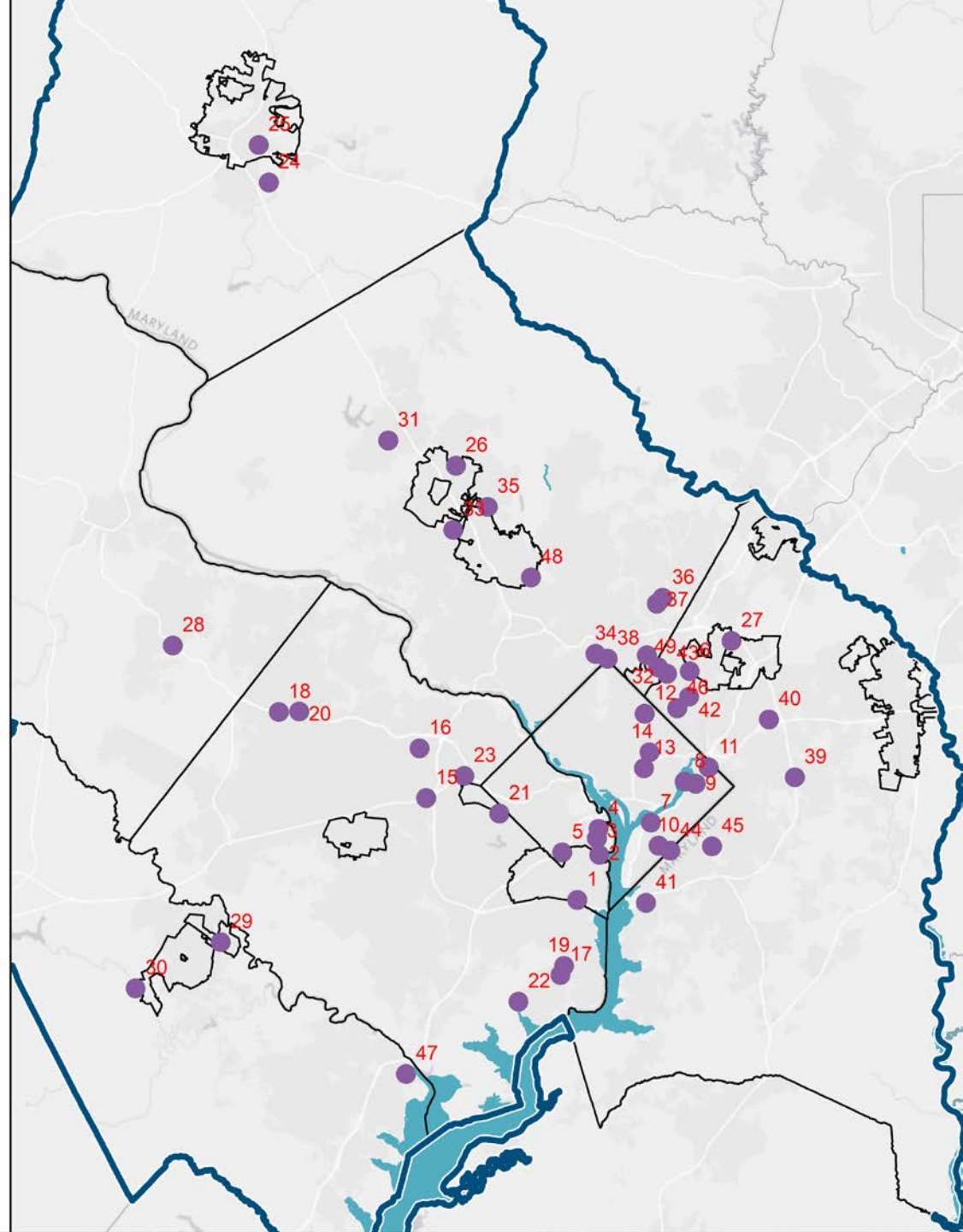
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- **We developed a composite score for each station area based on key factors:**
  1. Deficiencies - 50%
  2. Demand - 35%
  3. Vulnerable populations - 15%
- **We identified a preliminary staff list**
  - Target number for each jurisdiction – roughly based on each jurisdiction’s share of the land in the region within ½ mile of HCT
  - Eliminated stations if already walkable (>50% walkshed coverage)
  - Identified TAFAs station areas for each jurisdiction
- **We solicited input from members**
  - We conferred with local staff and adjusted the list as appropriate



# Transit Access Focus Areas

Draft, July 2020



# Transit Access Focus Areas - Draft List, July 2020

	Station Area Name	Jurisdiction	Type of Transit
1	Eisenhower Avenue	Alexandria/Fairfax County	Metrorail
2	Reed Ave	Alexandria/Arlington County	BRT/Street Car
3	26th and Clark	Arlington County	BRT/Street Car
4	Crystal City	Arlington County	Multimodal
5	Shirlington Transit Center	Arlington County	Multimodal
6	West Campus	College Park/Prince George's County	Light Rail
7	Anacostia	District of Columbia	Metrorail
8	Benning and 34th NE	District of Columbia	BRT/Street Car
9	Benning and Minnesota Ave	District of Columbia	BRT/Street Car
10	Congress Heights	District of Columbia	Metrorail
11	Deanwood	District of Columbia/Prince George's Co	Metrorail
12	Fort Totten	District of Columbia	Metrorail
13	Noma-Gallaudet	District of Columbia	Metrorail
14	Rhode Island Ave	District of Columbia	Metrorail
15	Dunn Loring	Fairfax County	Metrorail
16	Greensboro Tyson Central Rt 7	Fairfax County	Metrorail
17	Gum Springs	Fairfax County	BRT/Street Car
18	Herndon	Fairfax County	Metrorail
19	Hybla Valley	Fairfax County	BRT/Street Car
20	Reston Town Center	Fairfax County	Metrorail
21	Seven Corners Transit Center	Fairfax County	Bus-Only Transit Center
22	Woodlawn	Fairfax County	BRT/Street Car
23	West Falls Church	Falls Church/Fairfax County	Metrorail





## Transit Access Focus Areas - Draft List, July 2020 (cont'd)

	Station Area Name	Jurisdiction	Type of Transit
24	Monocacy/I-270	Frederick County	Commuter Rail
25	Frederick	Frederick, City of	Commuter Rail
26	Lakeforest Transit Center	Gaithersburg/Montgomery County	Bus-Only Transit Center
27	Greenbelt	Greenbelt/College Park	Metrorail
28	Ashburn	Loudoun County	Metrorail
29	Manassas Park	Manassas Park	Commuter Rail
30	Broad Run/Airport	Manassas, City of/Prince William Co	Commuter Rail
31	Germantown	Montgomery County	Commuter Rail
32	Long Branch	Montgomery County	Light Rail
33	LSC Central	Montgomery County	BRT/Street Car
34	Lyttonsville	Montgomery County	Light Rail
35	Shady Grove	Montgomery County	Multimodal
36	Stewart Lane BRT	Montgomery County	BRT/Street Car
37	White Oak Transit Center BRT	Montgomery County	BRT/Street Car
38	Woodside	Montgomery County	Light Rail
39	Largo	Prince George's County	Metrorail
40	New Carrollton	Prince George's County	Multimodal
41	Oxon Hill/National Harbor	Prince George's County	Bus-Only Transit Center
42	Prince George's Plaza	Prince George's County	Metrorail
43	Riggs Road	Prince George's County	Light Rail
44	Southern Avenue	Prince George's Co/District of Columbia	Metrorail
45	Suitland	Prince George's County	Metrorail
46	West Hyattsville	Prince George's County	Metrorail
47	Woodbridge	Prince William County	Multimodal
48	Twinbrook	Rockville/Montgomery County	Metrorail
49	Takoma/Langley Transit Center	Takoma Park/ Prince George's/ Montgomery	Light Rail



# Wrapping it up

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## Anticipated schedule:

- Information item to TPB June 17
- Discussion and presentations June – mid-July
- TPB approval July 22



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# Photo Credits

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## Slides 1&2

- Foggy Bottom (people walking), Dan Malouff/  
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## Slide 2:

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## Slide 3

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- Langley Park (missing sidewalk), John Swanson/COG
- Twinbrook (road), Andrew Bossi/[flickr.com/photos/thisisbossi/3260037653/in/album-72157617456051610/](https://www.flickr.com/photos/thisisbossi/3260037653/in/album-72157617456051610/)

