

TRANSIT-ORIENTED COMMUNITIES

HIGH-CAPACITY TRANSIT STATION AREA INTERACTIVE MAP

Timothy Canan, AICP
TPB Planning Data and Research Program Director

Transportation Planning Board
October 21, 2020

Transit-Oriented Communities

- COG Board Chairman, Derrick Davis, identified Transit-Oriented Communities (TOCs) as a focus of the Board of Directors during 2020
- TPB Chair, Kelly Russell, identified transportation elements of TOCs as a focus of the TPB work activities during 2020
- COG and TPB staff identified a series of TOC-supportive work activities and products that can be undertaken by COG and TPB staff to help member jurisdictions' efforts to enhance housing and transportation connectivity in areas served by transit
 - Help reach regional housing targets
 - Support development of TOCs
 - Advance Aspirational Initiatives of *Visualize 2045*



Optimize and Balance Land Use initiative

- More housing in the region
 - Identify ways to develop more housing in the region to provide workers to meet forecast regional job growth
- Optimize and coordinate transit investments and land use
 - Identify ways to increase jobs and housing around underutilized transit stations and Activity Centers with high-capacity transit
- Balance future growth in jobs and housing regionwide
 - Achieve a better-balanced distribution of future growth in jobs and housing between the eastern and western portions of the region



Activity Centers and High-Capacity Transit

Activity Centers – locations that will accommodate the majority of the region’s future growth in the coming decades. They include existing urban centers, priority growth areas, traditional towns, and transit hubs.

- First Activity Centers Map approved in 2002
- Updates in 2007 and 2012

High-Capacity Transit – defined in *Visualize 2045* as Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.

Why?

- By 2045, the number of jobs are forecasts to increase faster than the number households
 - This will result in more commute trips originating from outside the region; increasing demand on congested roadways and make achieving region's livability, sustainability, accessibility and prosperity goals
- The Regional Housing Targets advance the *Visualize 2045* Aspirational Initiative, “Bring Jobs and Housing Closer Together”
 - Seek to address these challenges by optimizing the region's complex land use and transportation system to favorably address traffic congestion and support increased accessibility



Regional Housing Targets

- Adopted by the COG Board of Directors in September 2019:
 - **Amount** – At least 320,000 new housing units needed between 2020 and 2030 to accommodate employment forecasts (75,000 more than in current forecasts)
 - **Location** – 75% should be in Activity Centers or near High-Capacity Transit
 - **Affordability** – 75% should be affordable to low- and middle-income households
- Developed in conjunction with COG'S Housing Strategy Group, the Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC)



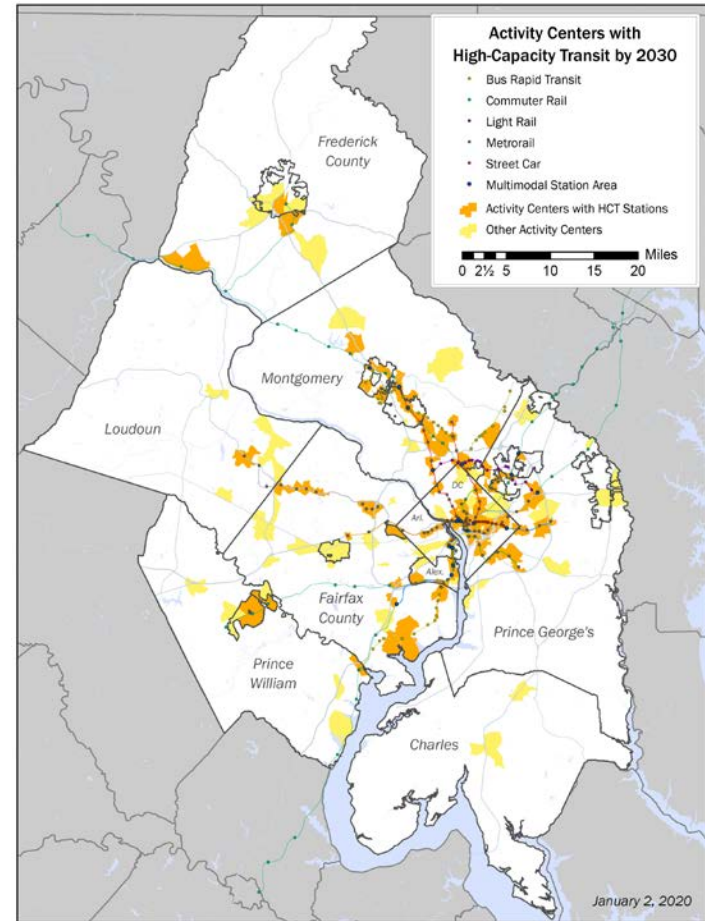
TOC Activities

1. **Identify and Classify High Capacity Transit (HCT) Station Areas**
2. **Summarize Population, Households, and Employment in HCT Station Areas**
3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes
 - a. **Walkshed analysis**
 - b. “Micromobility” shed analysis
 - c. “Micro-transit” shed analysis



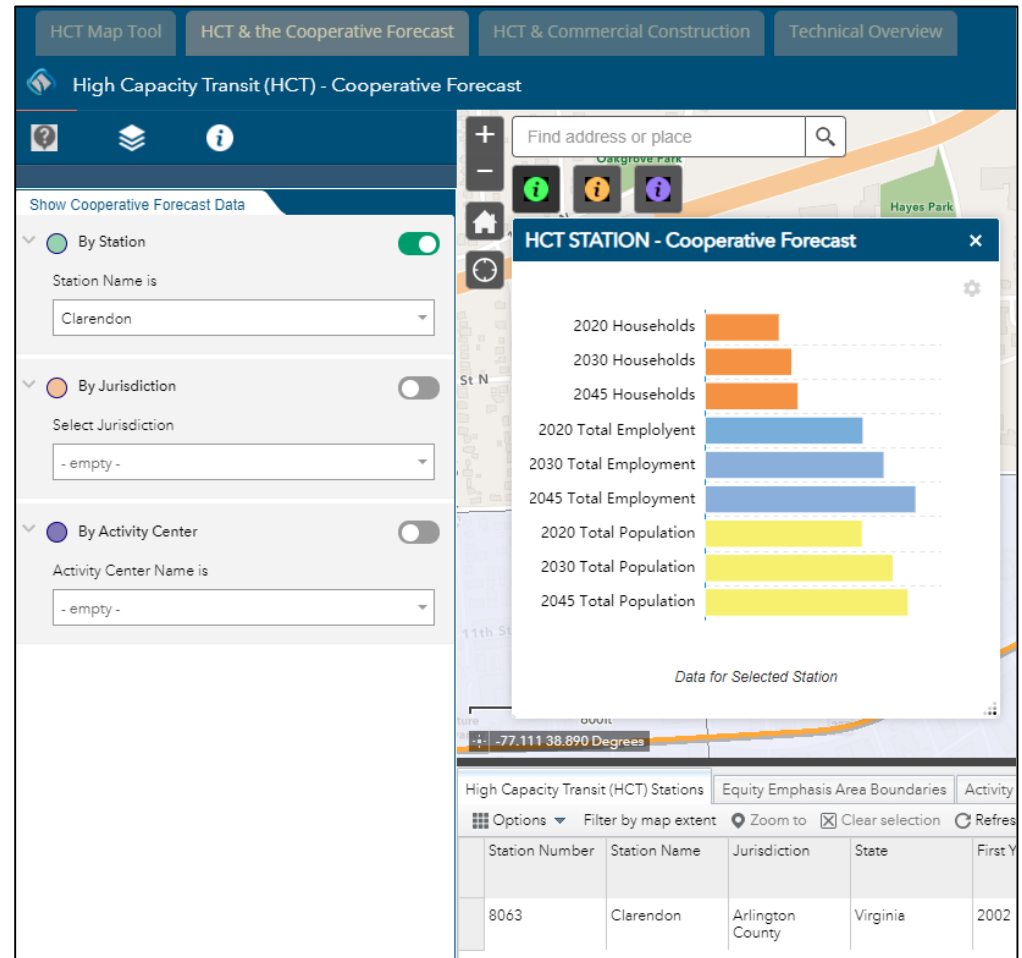
1. Identify and Classify High Capacity Transit (HCT) Station Areas

- GIS-based interactive web map that identifies the **HCT Station Areas anticipated in the region by 2030**
- Build understanding of HCT Station Areas and their locations in the region
- Focus discussion and efforts to examine projects, programs, and policies that promote development of successful TOCs
- Expandable to include additional TOC activities



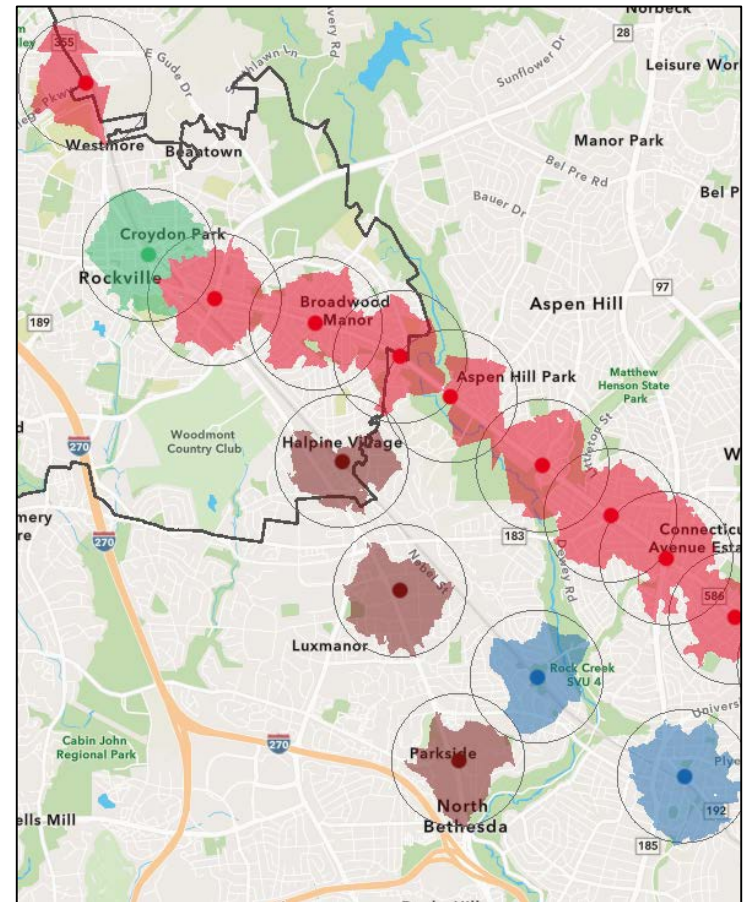
2. Summarize Population, Households, and Employment in HCT Station Areas

- Round 9.1a Cooperative Forecast summaries are available for each HCT Station Area
- Includes Population, Households, and Employment
- Available for 2020, 2030, and 2045



3a. Alternative Modes – Walkshed Analysis

- Walksheds are the distance a person is willing to walk to reach transit
- Generally accepted to be $\frac{1}{2}$ mile, or a 10-minute walk
- “Theoretical” walkshed is a circle with a $\frac{1}{2}$ -mile radius from the transit station
- Physical barriers and constraints, however, result a smaller area
- The Transit Access Focus Areas (TAFA) developed in the Transit Within Reach project identified $\frac{1}{2}$ -mile walksheds using available network information



Who can use it?

- Elected officials and policy makers
- Local land use and transportation planners
- State DOT and regional transit planners
- Interested members of the public



How do I access the web map?

<https://www.mwcog.org/maps/map-listing/hct-map-tool/>

High Capacity Transit (HCT) Map Tool

Identify Stations

- IN An Activity Center
- NOT in an Activity Center
- IN An Equity Emphasis Area (EEA)
- NOT IN An Equity Emphasis Area (EEA)
- IN a Core Jurisdiction
- IN an Inner Suburban Jurisdiction
- IN an Outer Suburban Jurisdiction

Select Jurisdiction (optional)

Jurisdiction is: - empty -

Show Stations by Mode (optional)

Select Stations with Mode

- Metro
- Commuter Rail
- Street Car / Bus Rapid Transit
- Light Rail

ID	Station Number	Station Name	First Year	Mode Type (Detailed)	Jurisdiction	State	In an Activity Center
1	8040	Anacostia	2002	Metro	District of Columbia	District of Columbia	1
2	8036	Archives-Navy Memorial-Penn Quarter	2002	Metro	District of Columbia	District of Columbia	1
3	10811	Bennina & 42nd NE	2023	Street Car / Bus Rapid	District of Columbia	District of Columbia	1



Timothy Canan, AICP

TPB Planning Data and Research Program Director

(202) 962-3280

tcanan@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board