

TRANSIT WITHIN REACH

Prioritizing Transit Access Focus Areas for pedestrian & bicycle investments

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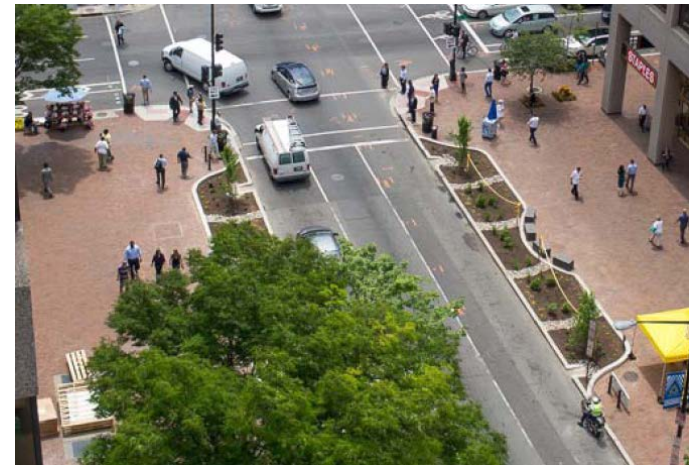
TPB Bicycle and Pedestrian Subcommittee
March 17, 2020



National Capital Region
Transportation Planning Board

In a nutshell

The TPB will approve 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 TAFE designations as a tool for TLC and TAP project selection
- Potentially seek other funding (e.g., TIGER)
- Encourage local, state, and private funding for high-impact ped/bike improvements



Follow-up to Visualize 2045

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

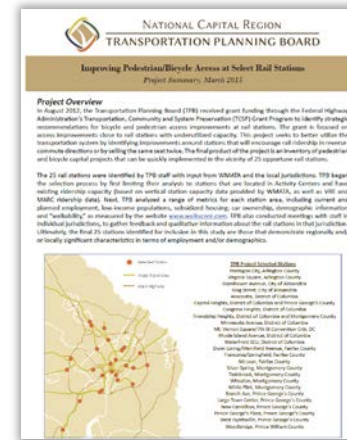


- In November 2018, the TPB’s Bike/Ped Subcommittee recommended the TPB prioritize station areas for ped/bike improvements
- In December, TPB Resolution R10-2019 directed staff to:
“Identify a set of regionally prioritized high capacity transit stations where pedestrian/ bicycle access improvements have the greatest potential to utilize available capacity and increase transit ridership, by building on the previous work by the TPB and WMATA, and report on progress by end of June 2019.”



Building on past work

- 2015: TPB study “Improving Bicycle and Pedestrian Access at Select Rail Stations” (TCSP funded) – Identified station access improvements at 25 rail stations
- 2016: WMATA “Metrorail Station Investment Strategy” – Identified station access improvements for all remaining stations (91 total stations)

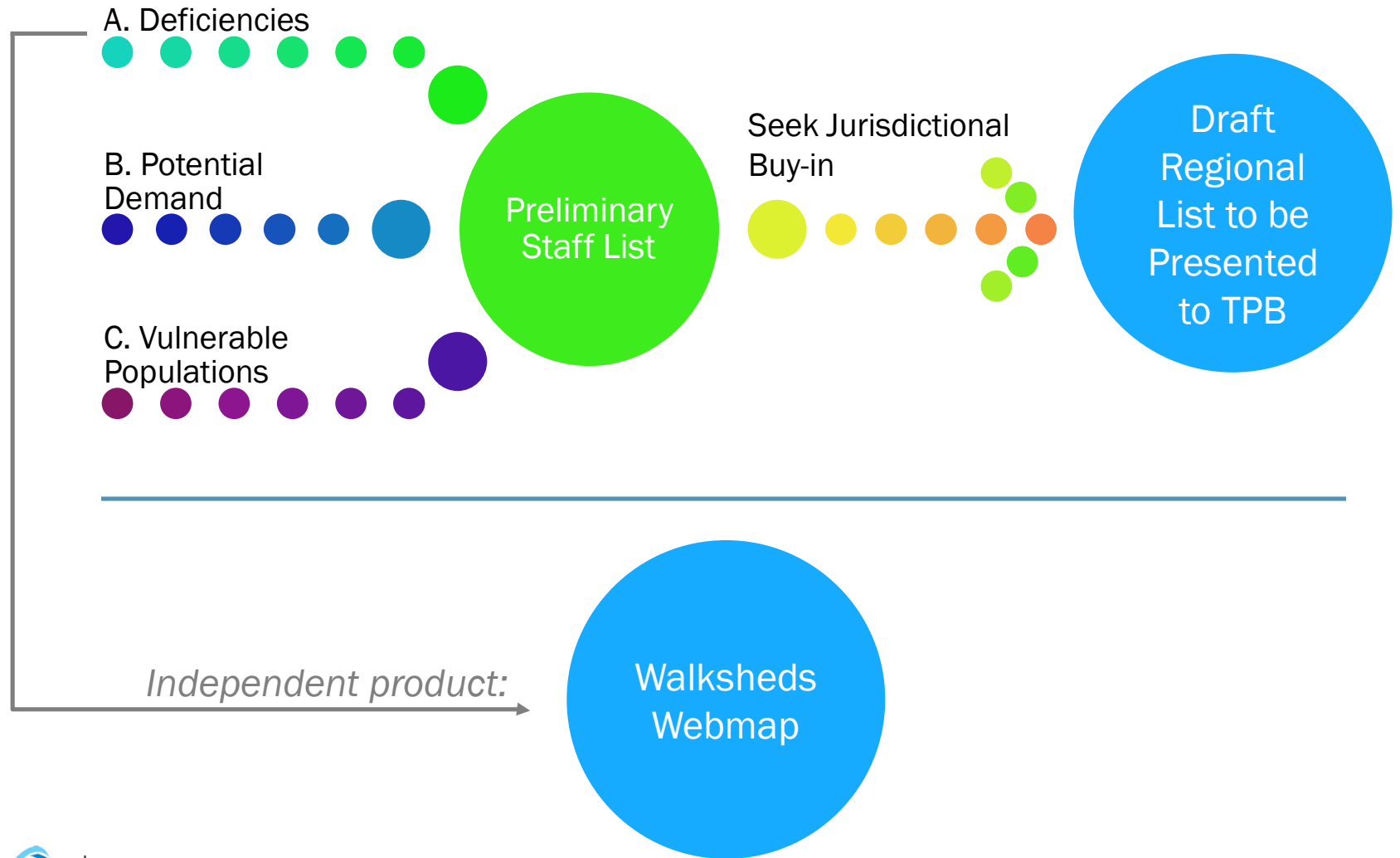


Starting principles

- **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**
 - We will identify opportune station *areas* for improvements, not specific projects
- **Regional balance, local priorities**
 - All jurisdictions with high-capacity transit will have at least one priority station area
 - Jurisdictions will provide input about their locally determined priorities



Process for regional analysis



The baseline list for analysis

The baseline list of station areas met these criteria:

- High-capacity transit: Metrorail, commuter rail, BRT, light rail, streetcar
- Cutoff year of 2025
- Activity Center designation

173 station areas met these criteria.

The baseline total of 173 stations areas combines some stations (e.g., Union Station) that provide different types of transit but are essentially in the same station area. For the purposes of this study, these locations were only counted as one station area.

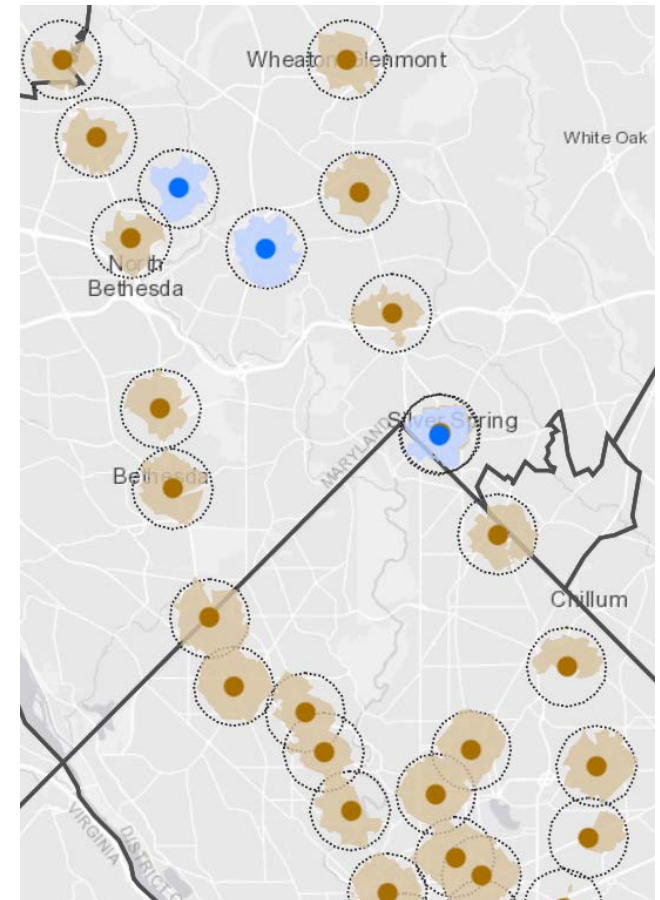


Key factors for analysis

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.*



Screenshot from the walkshed analysis



Preliminary staff list of TAFAs

- **We developed a composite score for each station area based on key factors:**
 1. Deficient ped & bike infrastructure (walkshed analysis - 50%)
 2. Demand for walking & biking (high population/employment density - 35%)
 3. Vulnerable populations (Equity Emphasis Areas - 15%)
- **We identified a preliminary staff list**
 - Target number of TAFAs for each jurisdiction = 20% of the number of total station areas in the jurisdiction
 - Eliminated stations that are already walkable (>50% walkshed coverage)
 - Identified TAFAs station areas for each jurisdiction



Preliminary outreach

- **Meetings with large jurisdictions** – November-December 2019
- **Major suggestions/comments:**
 - Extend the cutoff year to 2030
 - Establish a system for localities to provide input
 - Include high-frequency bus-only transit centers



Wrapping it up

Current schedule

- Develop revised list February 28 - March 20
- Final outreach March 23 - April 24
- Final draft to Tech Committee May 1
- TPB approval May 20 or June 17



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