Activity Cluster Analysis of the 2005 CLRP

Transportation Planning Board

October 19, 2005

2005 CLRP Solicitation Document: Priority Area #3

- Identify how projects or proposals support the regional core and regional activity centers, as stated in Goal 2, Strategy 4 of the Vision:

  "Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another."
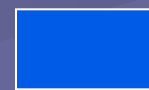
Regional Activity Centers
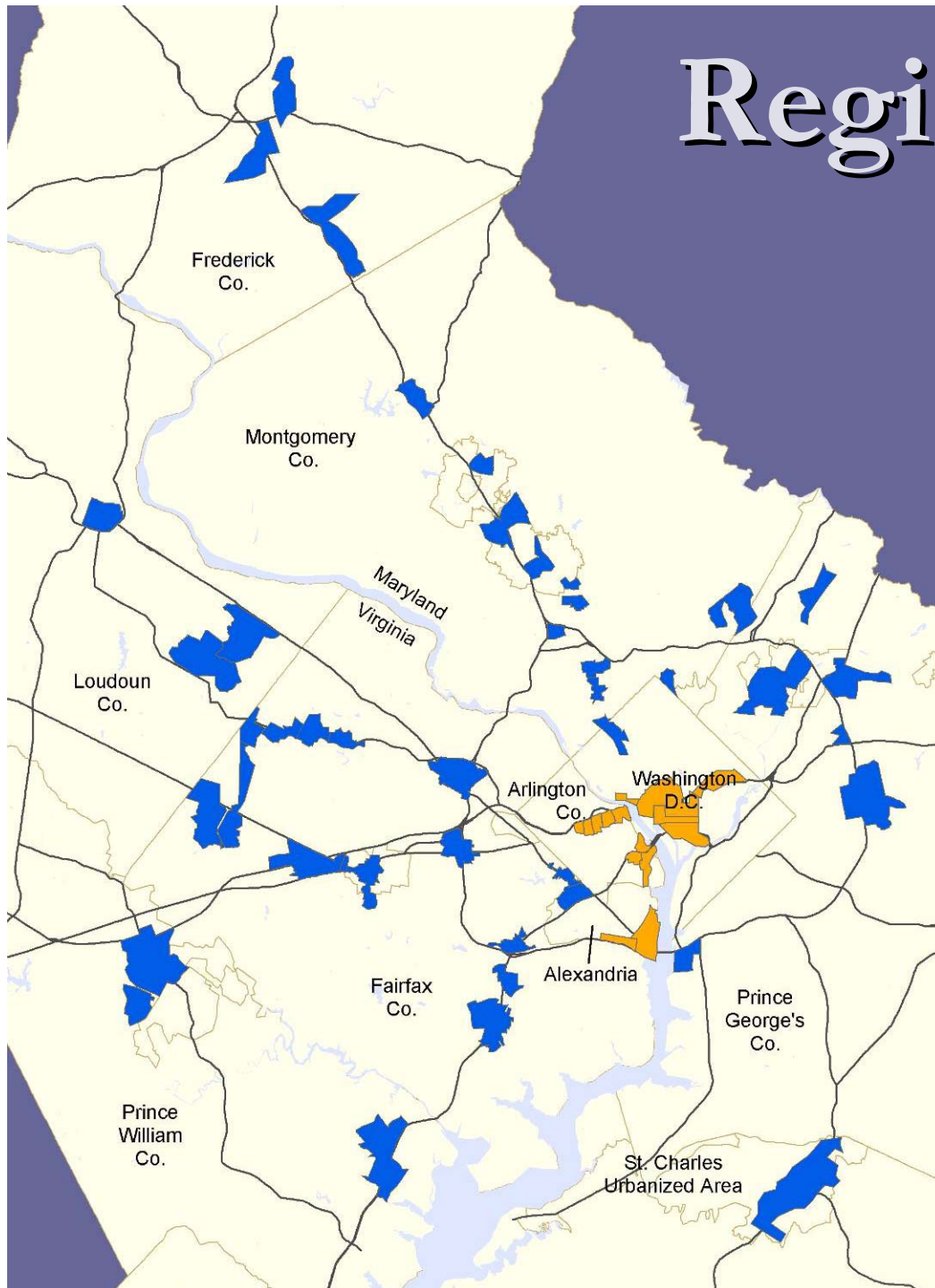
- Adopted 2002
- Focal points for jobs, housing, and nodes for transportation linkages
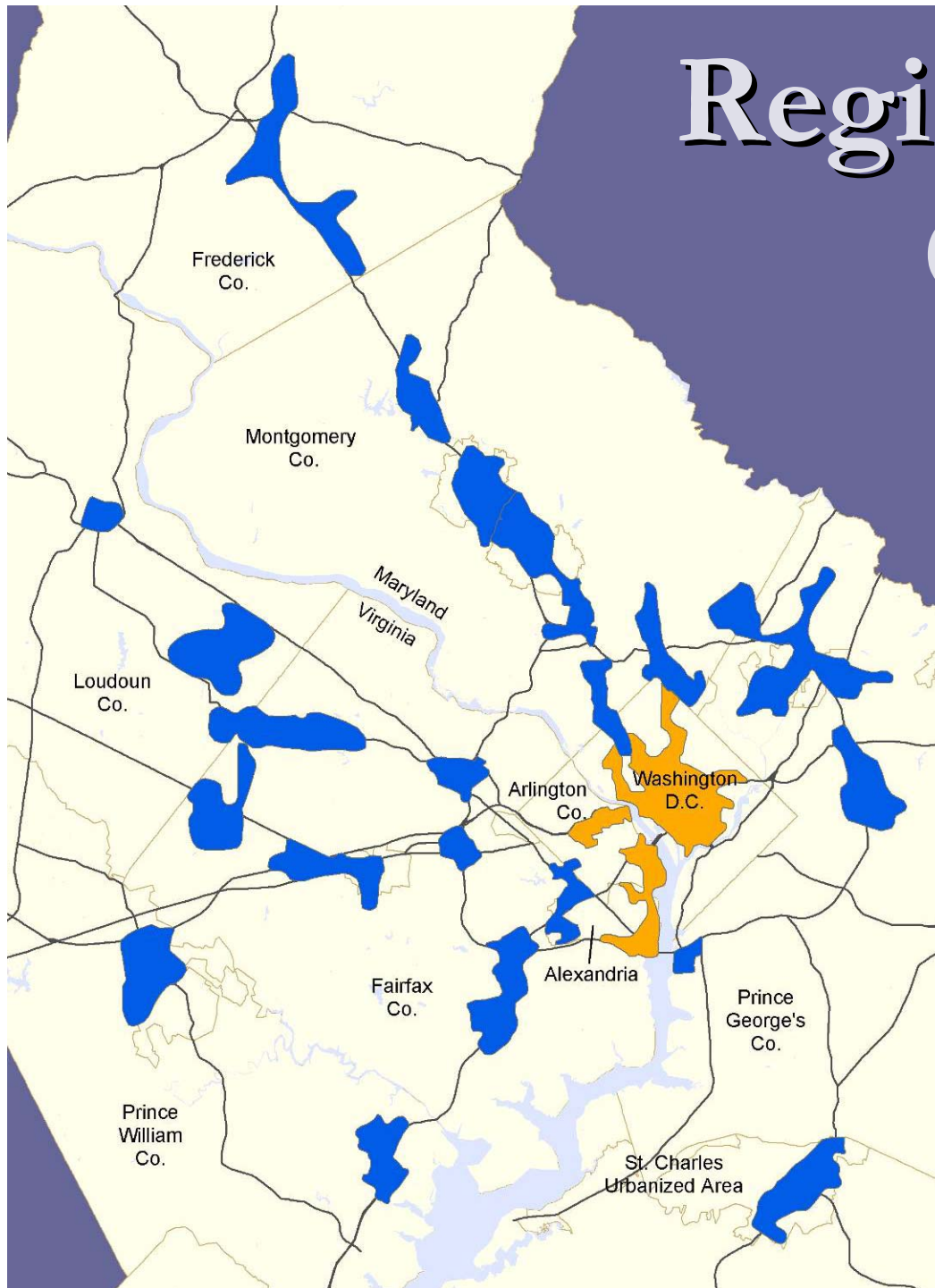

Core activity centers

Suburban activity centers

Frederick Co.

Montgomery Co.

Maryland

Virginia

Loudoun Co.

Arlington Co.

Washington D.C.

Fairfax Co.

Alexandria

Prince George's Co.

Prince William Co.
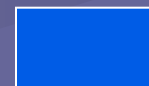
St. Charles Urbanized Area

Regional Activity Clusters

- Centers are grouped into clusters along major transportation corridors
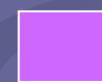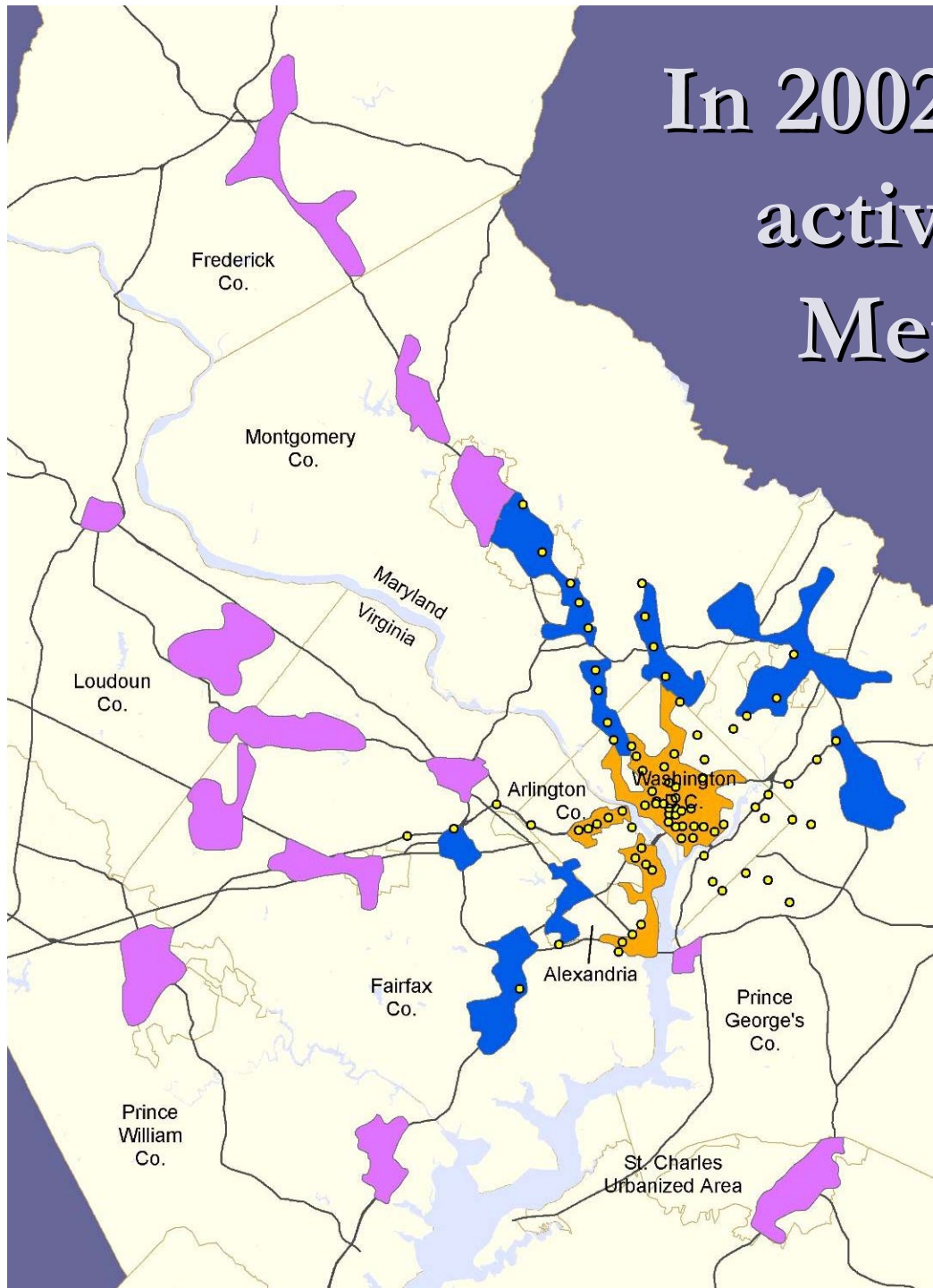- MDPC will refine centers and clusters based on Round 7 forecasts

Core activity clusters

Suburban activity clusters

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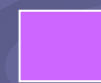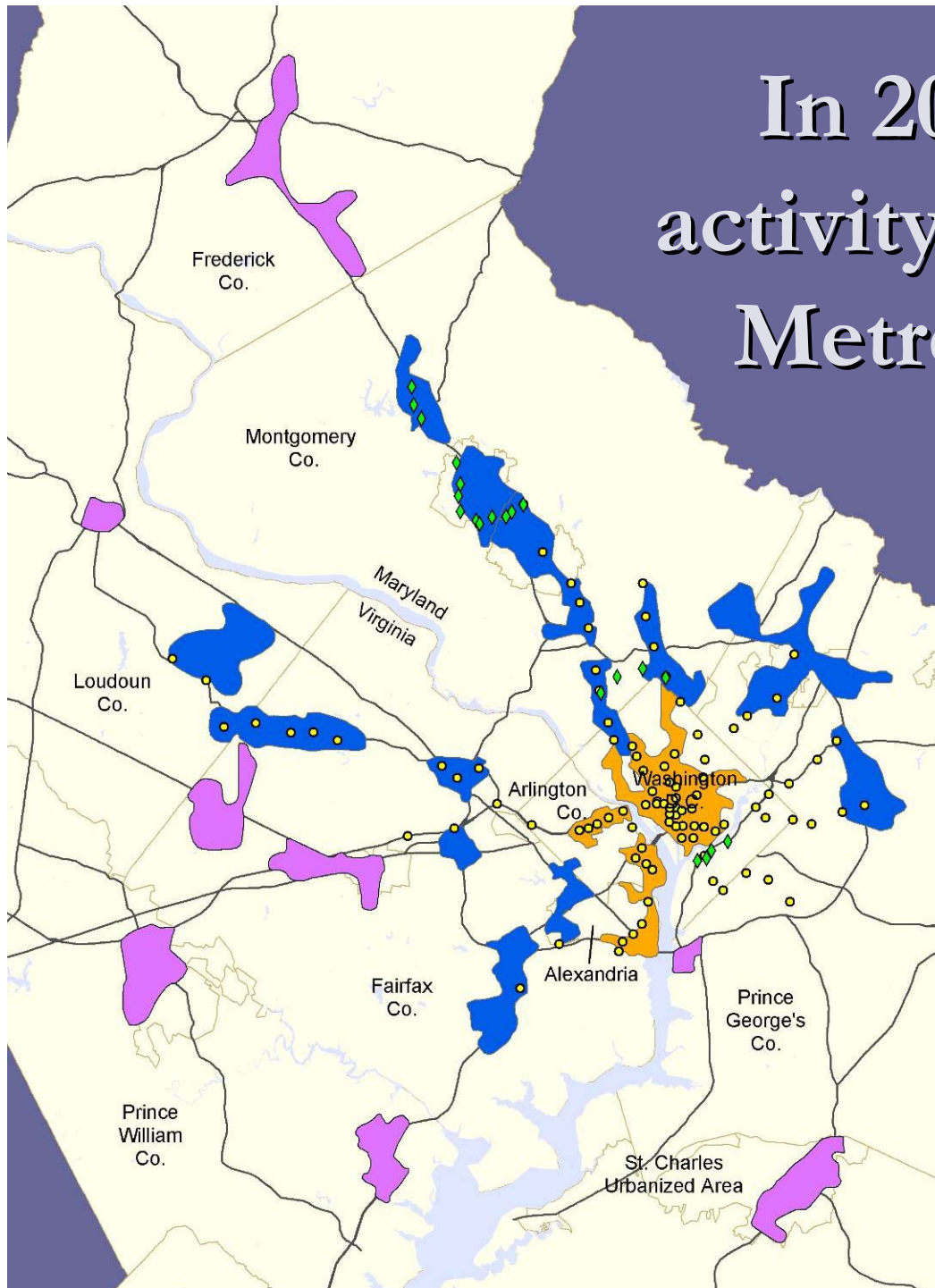# In 2002, only 11 out of 24 activity clusters had Metrorail stations

Activity clusters with *no* Metrorail station

2002 Metrorail stations

In 2030, 16 out of 24 activity clusters will have Metrorail or light rail stations

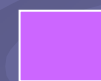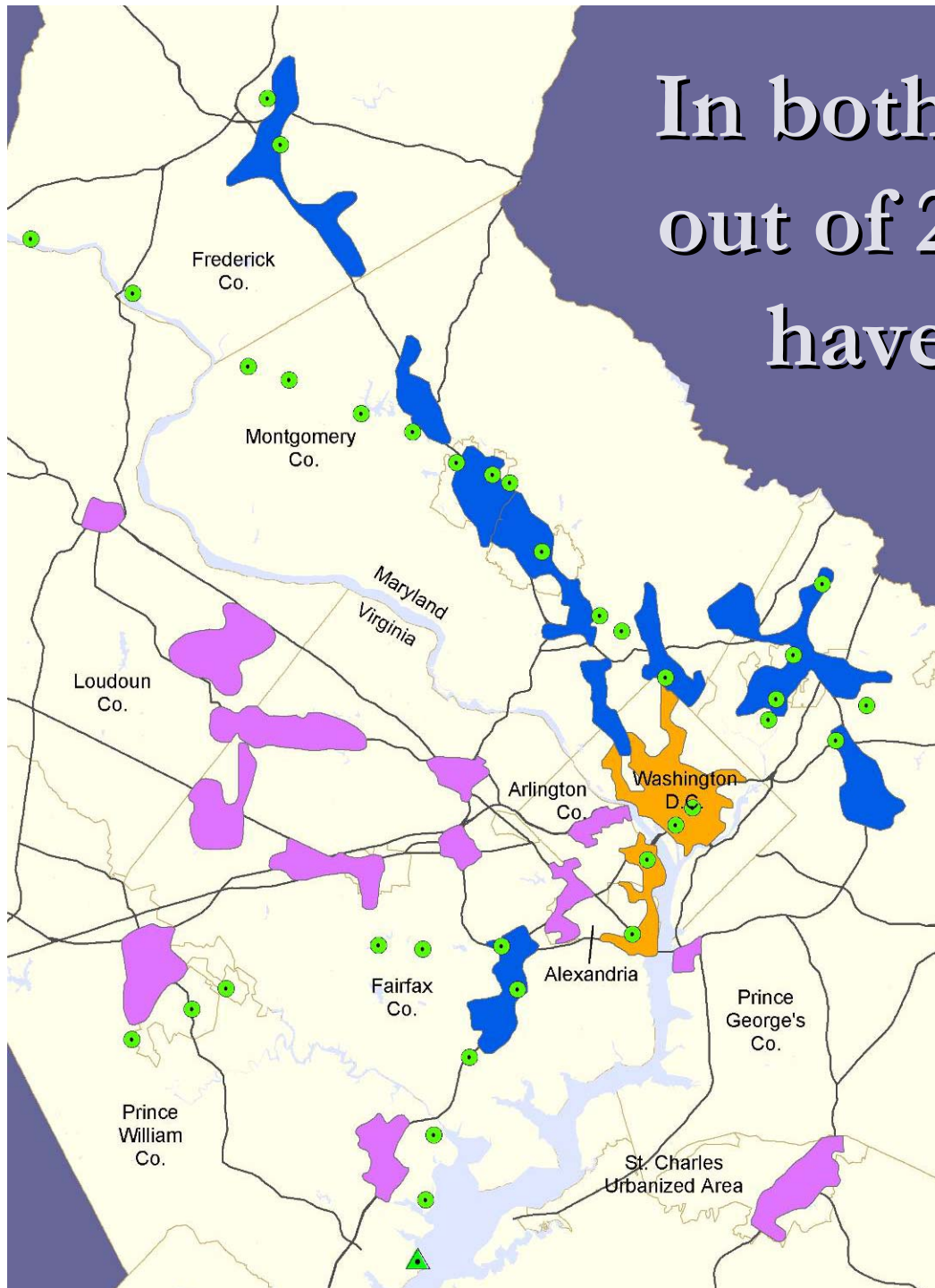Activity clusters with *no* Metrorail or light rail station

● 2030 Metrorail stations

◆ 2030 Light rail stations

In both 2002 and 2030, 11 out of 24 activity clusters have commuter rail stations
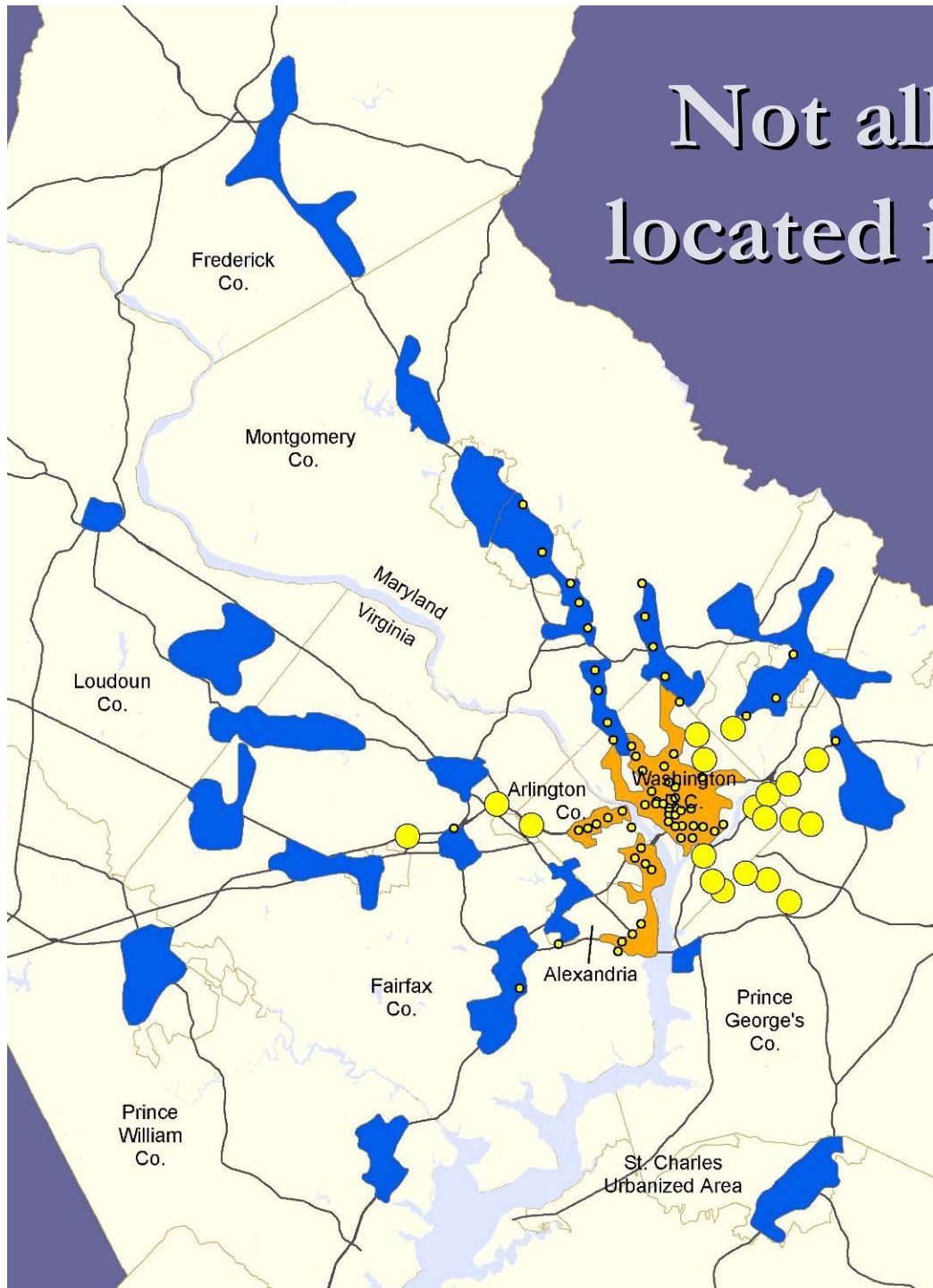
■ Activity clusters with _no_ commuter rail station

⊙ Existing commuter rail stations

▲ Planned commuter rail station

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Not all rail stations are located in activity clusters
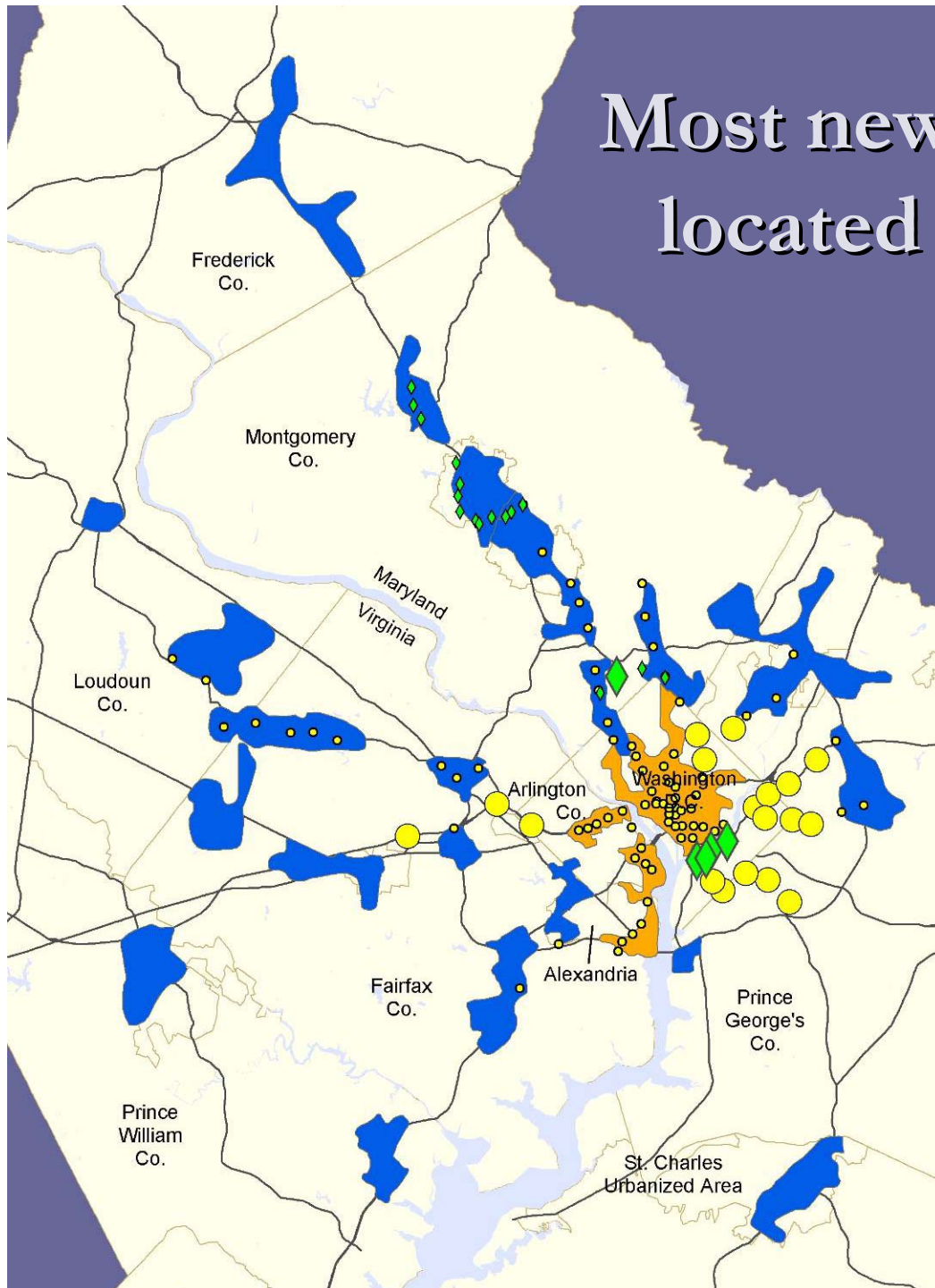
In 2002:

- 64 out of 83 Metrorail stations were located in clusters

○ 2002 Metrorail stations <u>inside</u> clusters

○ 2002 Metrorail stations <u>outside</u> clusters

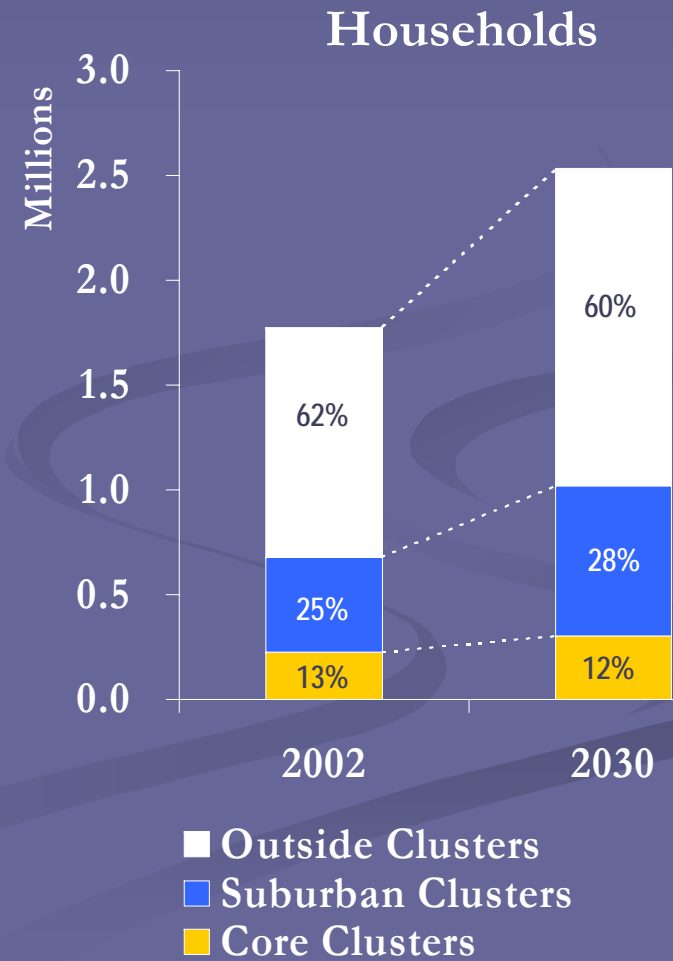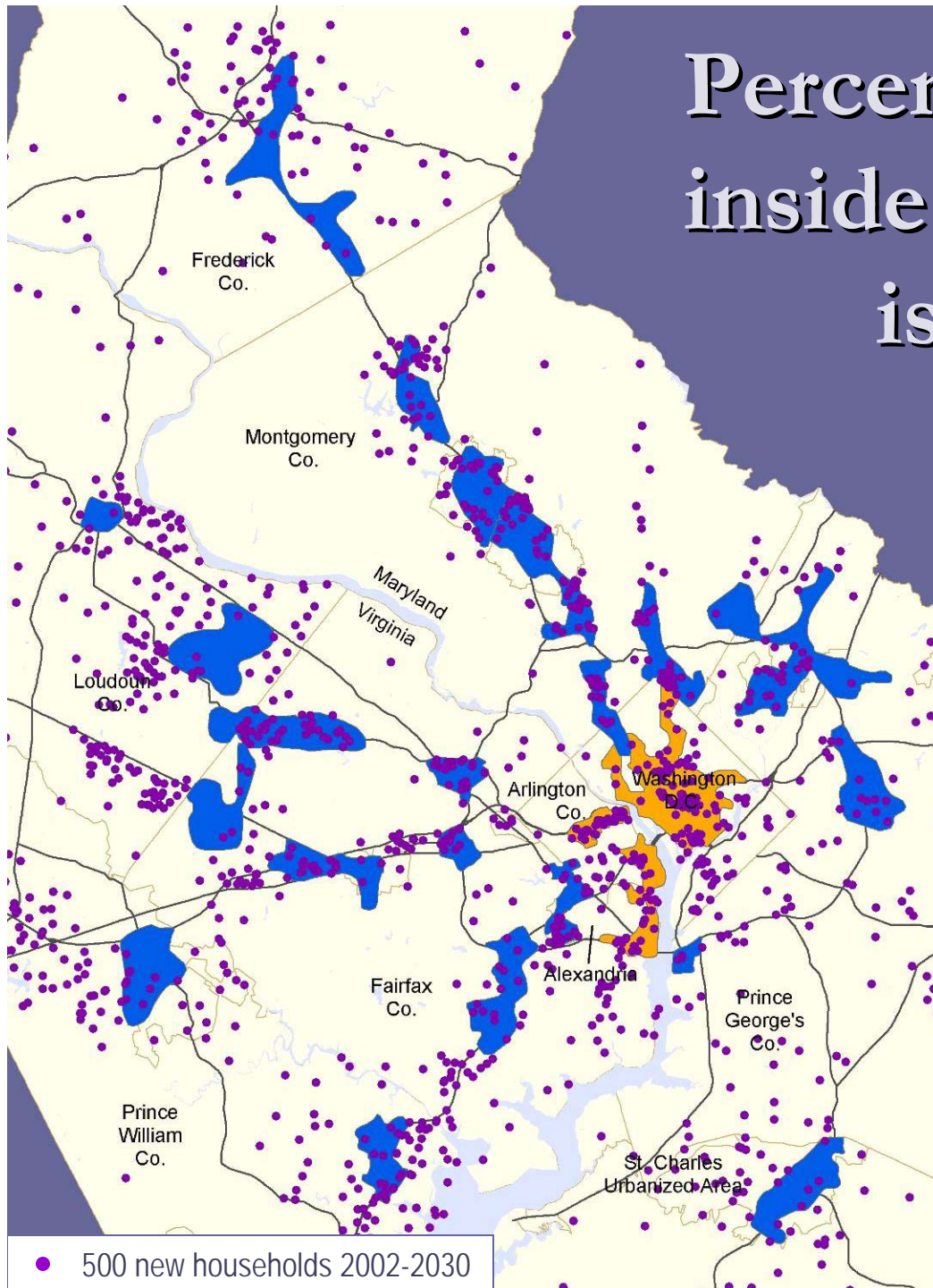# Most new rail stations will be located in activity clusters

In 2030:

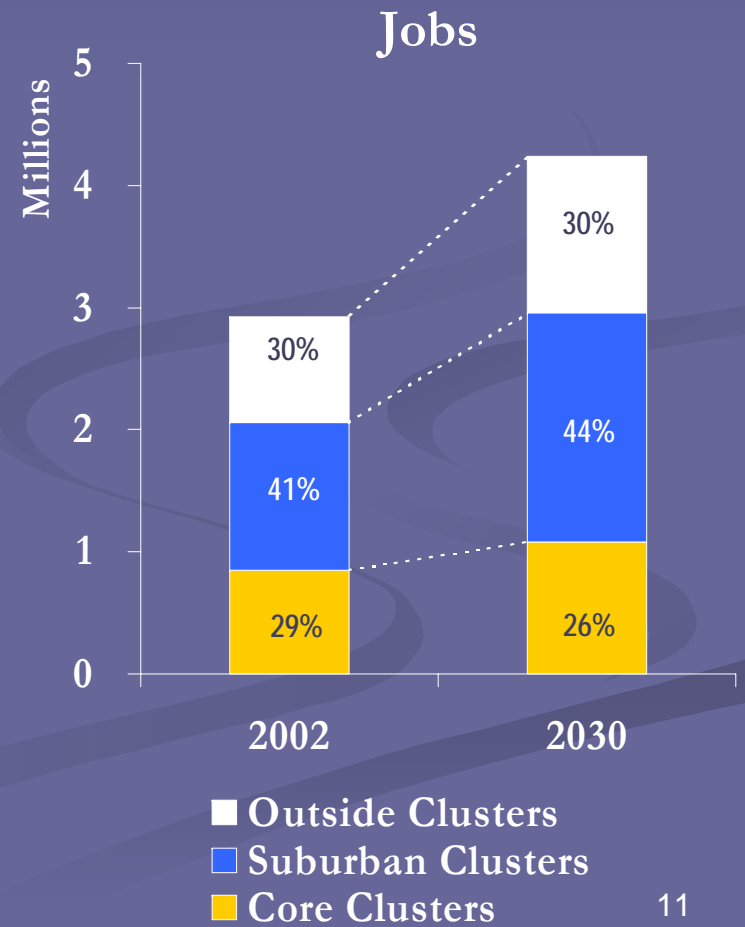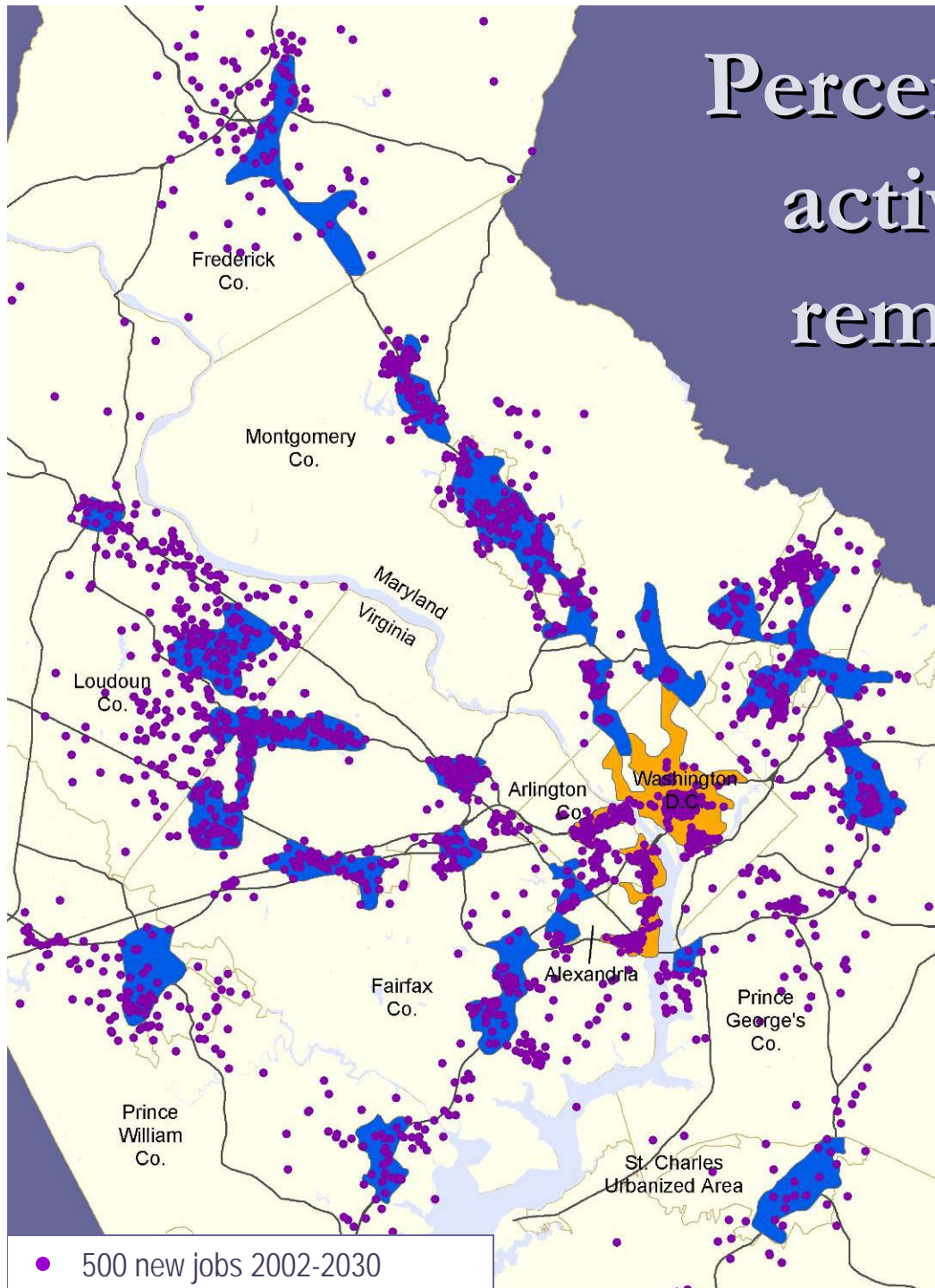- 78 out of 97 Metrorail stations will be located in clusters
- 16 out of 21 light rail stations will be located in clusters

○ 2030 Metrorail stations <u>inside</u> clusters

● 2030 Metrorail stations <u>outside</u> clusters

◆ 2030 light rail stations <u>inside</u> clusters

◆ 2030 light rail stations <u>outside</u> clusters

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Percent of households inside activity clusters is increasing

Households

Millions

3.0
2.5
2.0
1.5
1.0
0.5
0.0

62%

25%

13%

60%

28%

12%

2002   2030

☐ **Outside Clusters**
☐ **Suburban Clusters**
☐ **Core Clusters**

• 500 new households 2002-2030

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Percent of jobs inside activity clusters is remaining steady

Jobs

Millions

5
4
3
2
1
0

2002
- 30%
- 41%
- 29%

2030
- 30%
- 44%
- 26%

☐ Outside Clusters
☐ Suburban Clusters
☐ Core Clusters
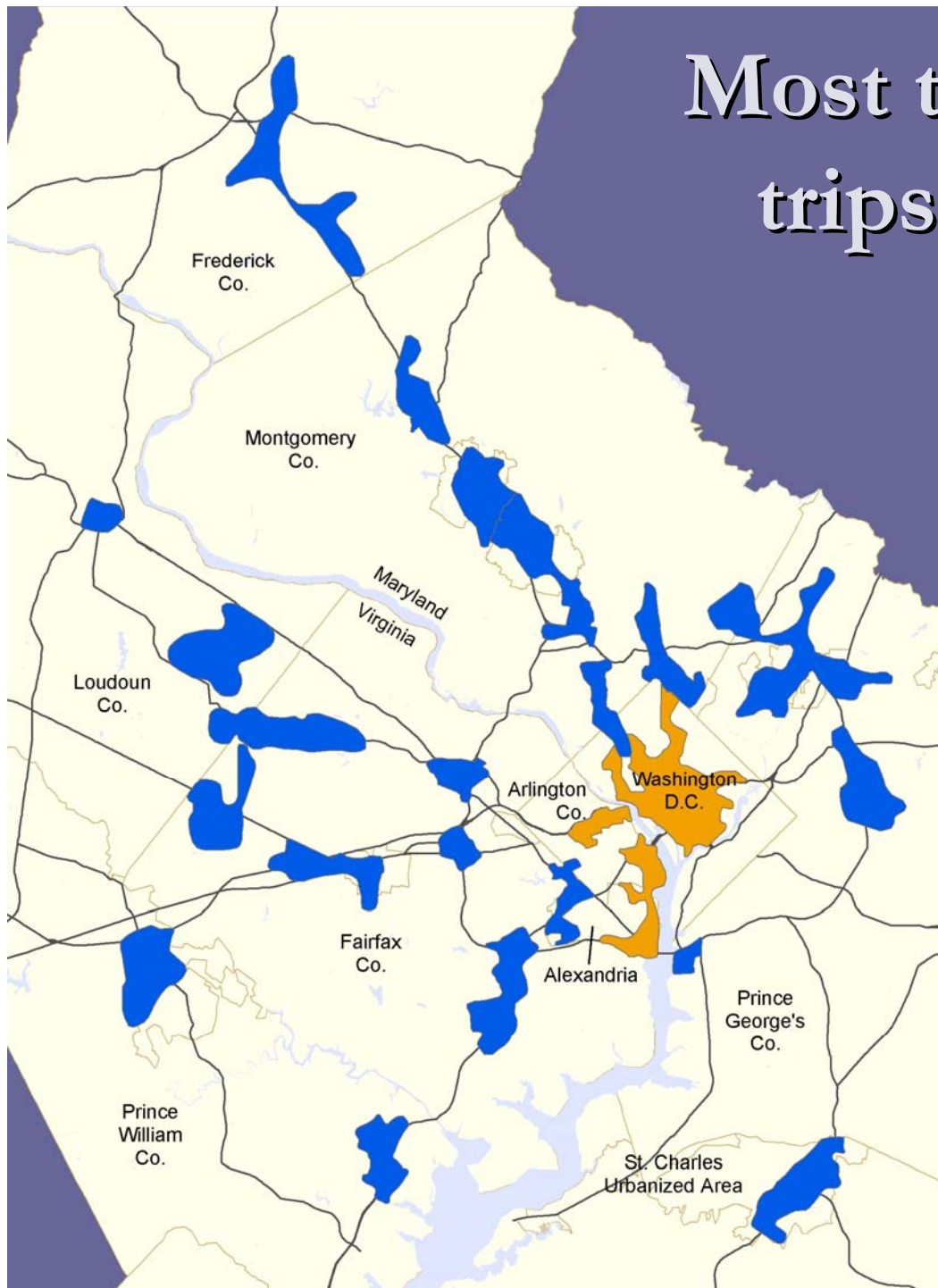
• 500 new jobs 2002-2030

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Percent of auto commute trips to activity clusters is decreasing

Auto Commute Trips
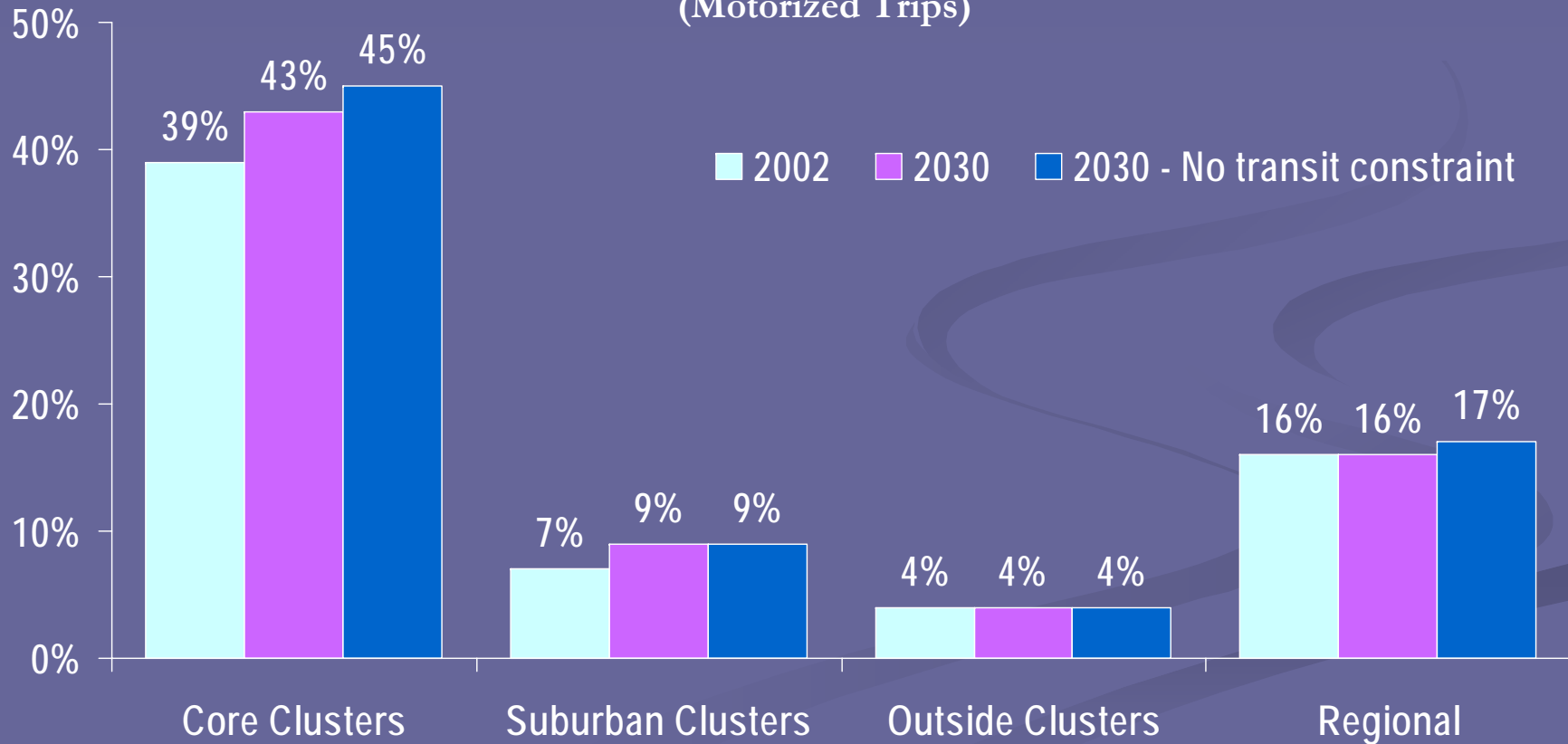
12
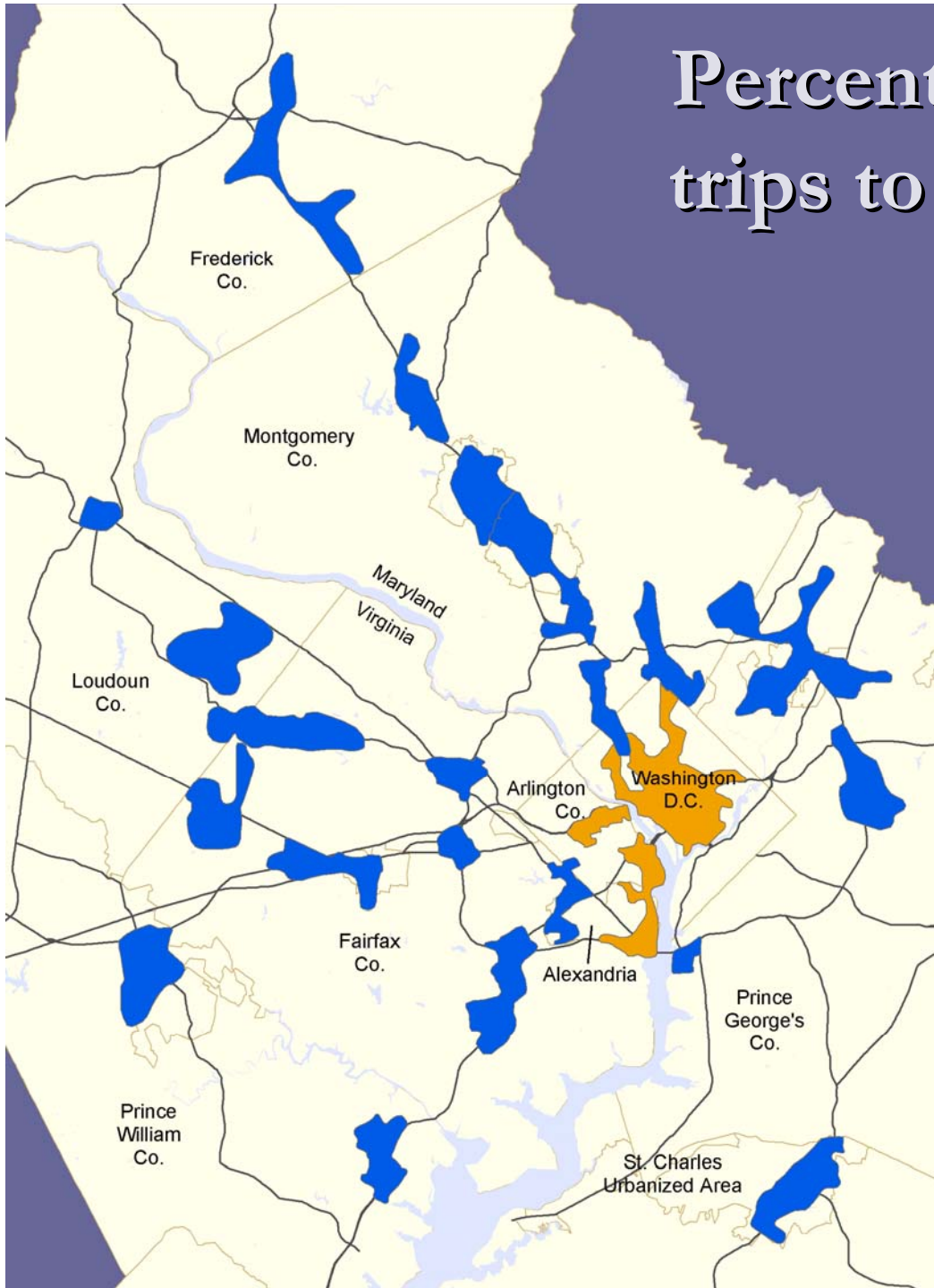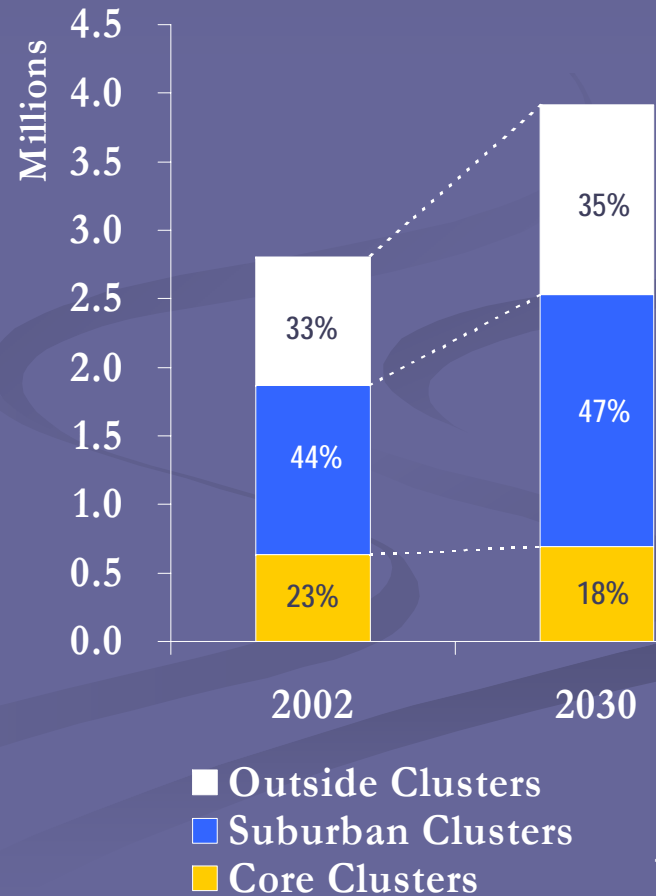
Most transit commute trips are to activity clusters

Transit Commute Trips

Thousands

800
700
600
500
400
300
200
100
0

2002

- 7%
- 17%
- 76%

2030

- 8%
- 23%
- 69%

□ Outside Clusters
□ Suburban Clusters
□ Core Clusters

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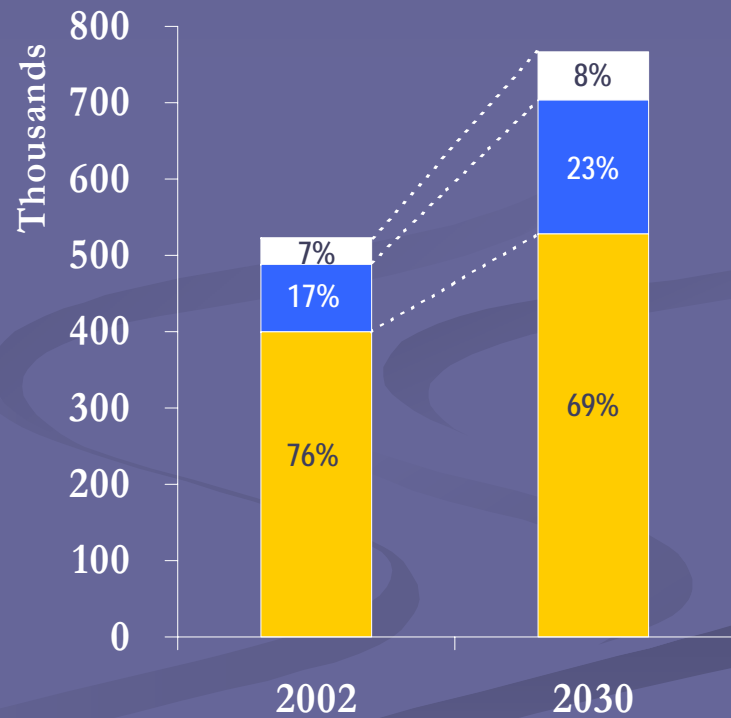
Transit commute mode share is increasing in activity clusters

Transit Commute Mode Share
(Motorized Trips)

Legend: ■ 2002 ■ 2030 □ 2030 - No transit constraint

Core Clusters: 39%, 43%, 45%
Suburban Clusters: 7%, 9%, 9%
Outside Clusters: 4%, 4%, 4%
Regional: 16%, 16%, 17%

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Major Findings
Forecast Changes 2002-2030

- The number of activity clusters with rail stations is increasing

- Households, but not jobs, are becoming more concentrated in activity clusters

- The share of auto commute trips to activity clusters is decreasing

- Transit use is high in activity clusters, especially the core clusters