

A group of diverse pedestrians walking across a crosswalk on a city street. The image is overlaid with a semi-transparent blue rectangle containing text.

TRANSIT WITHIN REACH

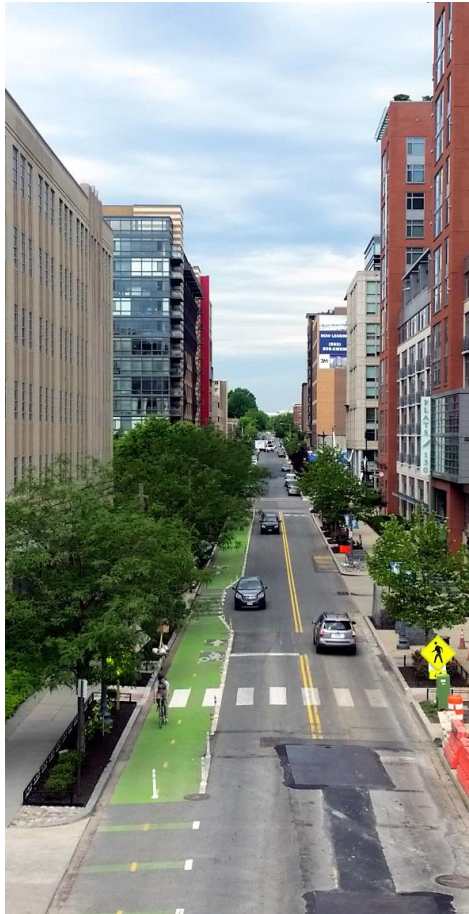
Transit Access Focus Areas for pedestrian and bicycle improvements

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Transportation Planning Board
June 17, 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

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

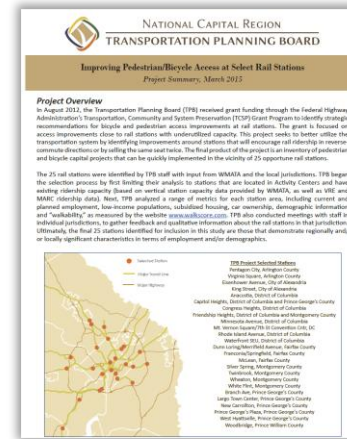
- TPB Resolution R10-2019 in December 2018 directed staff to:

“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...”



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**
 - 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

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

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.

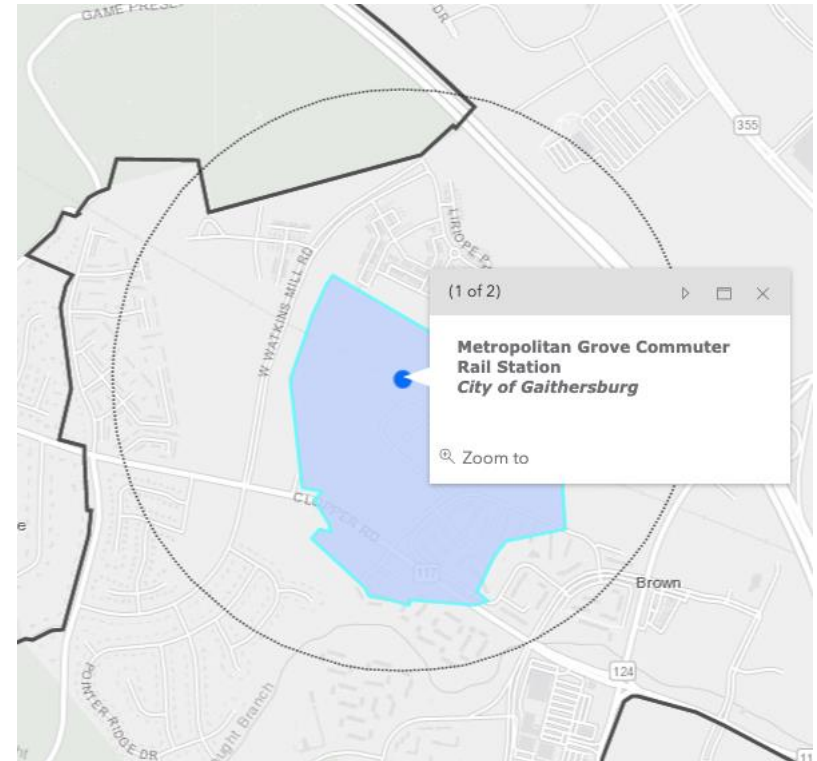
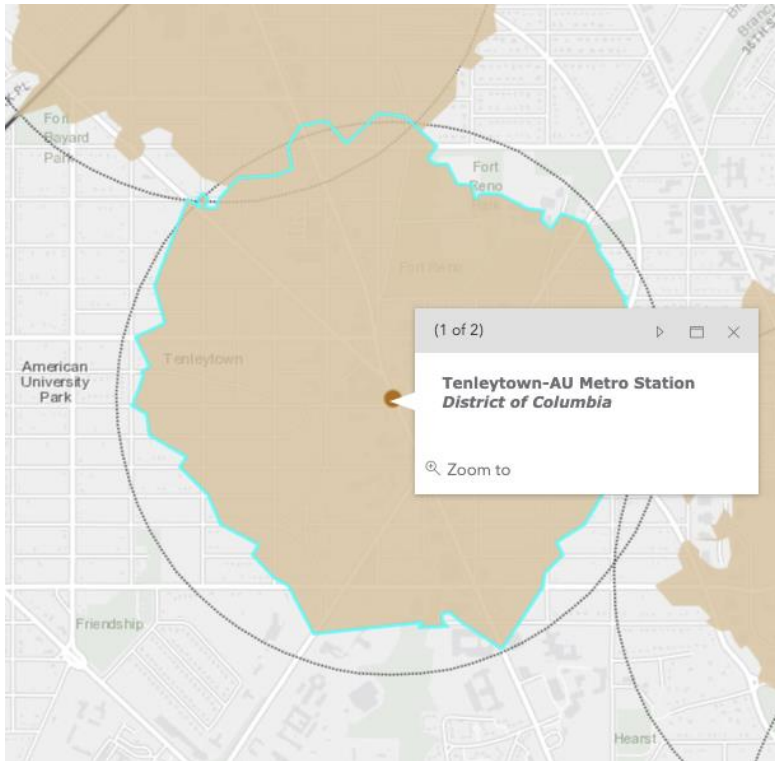
3. Where are vulnerable populations concentrated?

We identified station areas that are in Equity Emphasis Areas.



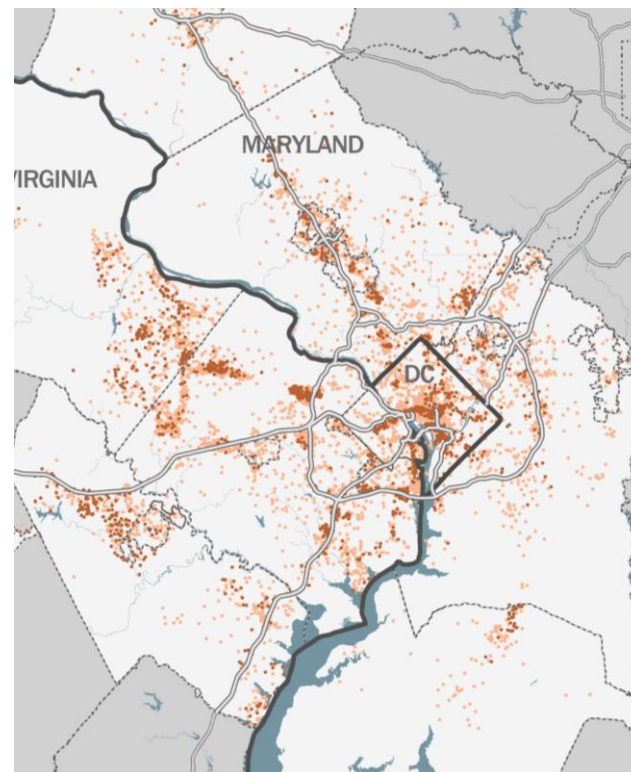
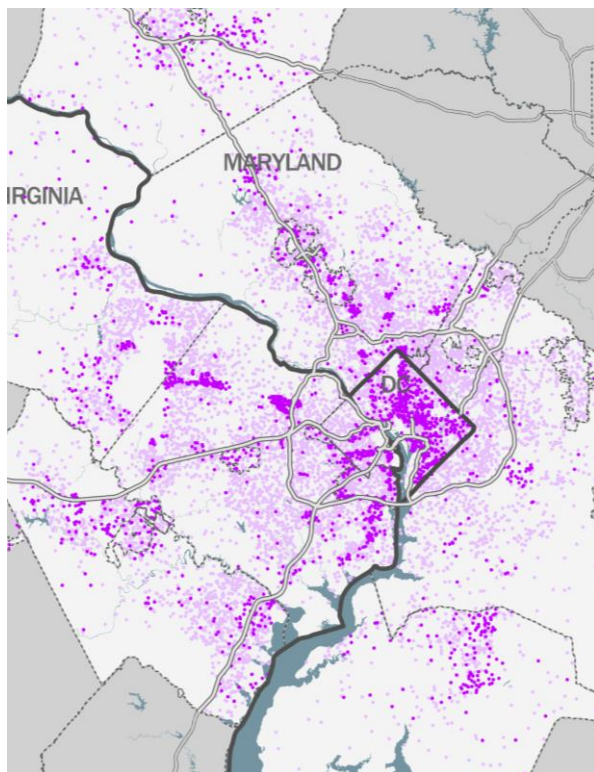
1. Where is walking/biking difficult?

Walkshed analysis



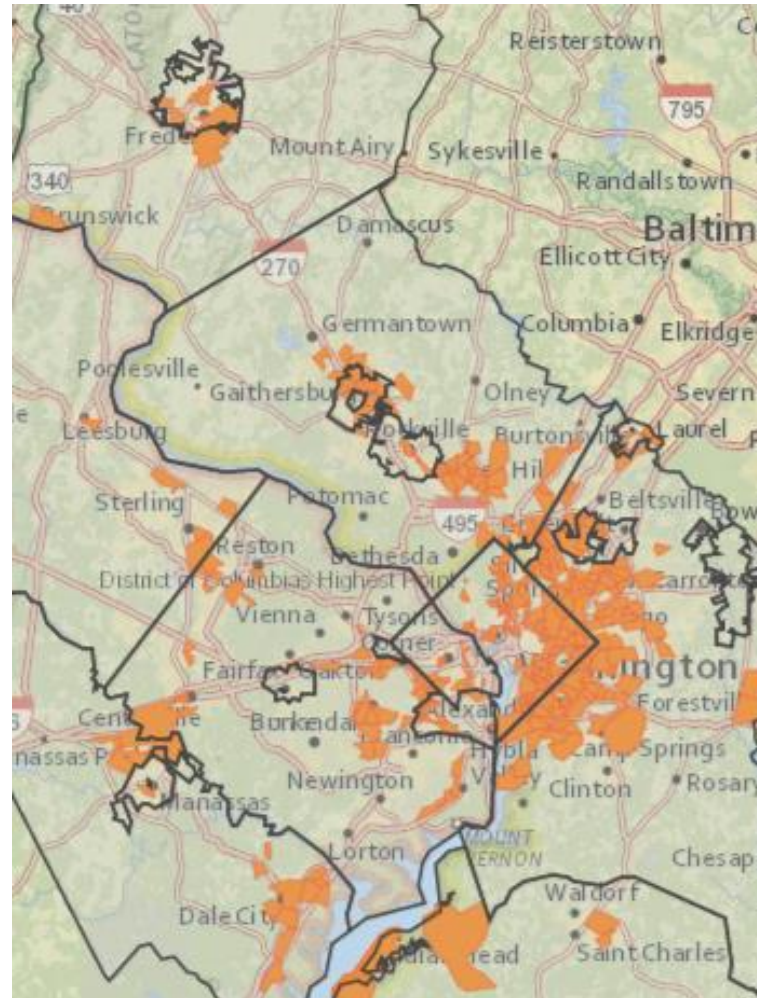
2. Where is there demand for walking/biking?

COG's Cooperative Forecasts of Housing and Jobs



3. Where are vulnerable populations concentrated?

Equity Emphasis Areas



Process for identifying TAFAs

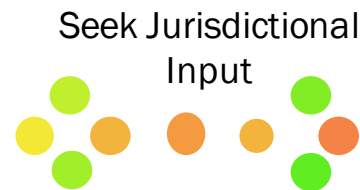
1. Deficiencies



2. Potential Demand



3. Vulnerable Populations



Developing the list of TAFAs

- **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 List, June 2020

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



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

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



Wrapping it up

Anticipated schedule:

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



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Photo Credits

Slides 1&2

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

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Slide 3

- Tysons, Dan Malouff/[flickr.com/photos/beyonddc/28665144537/in/album-72157678988441488/](https://www.flickr.com/photos/beyonddc/28665144537/in/album-72157678988441488/)
- 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/)

