ITEM 8 – Information
June 17, 2020

Transit Access Focus Areas

Background:

At its December 2018 meeting, the TPB approved a resolution to begin work on implementing the aspirational initiatives from Visualize 2045, including "Improve Walk and Bike Access to Transit." Based on this direction, TPB staff launched the Transit Within Reach project which has identified a regional list of Transit Access Focus Areas (TAFAs) that are opportune locations for improving pedestrian and bicycle access to transit. Staff will brief the board on the status of the project, with action anticipated at a subsequent meeting.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Charlene Howard, TPB Staff
John Swanson, TPB Staff

SUBJECT: The TPB's Transit Within Reach Study – Release of the Draft List of Transit Access Focus Areas

DATE: June 11, 2020

The TPB's Transit Within Reach study has identified a regional list of Transit Access Focus Areas (TAFAs), which have been selected as priority locations for improving pedestrian and bicycle access to transit.

Staff identified the TAFAs through an iterative process of regional analysis and local input beginning in the spring of 2019. Staff will brief the TPB on the Transit Within Reach project at its meeting on June 17. The TPB will be asked to approve the final list of TAFAs on July 22. The draft list is included at the end of this memorandum.

NEED AND PURPOSE

Walking to the train is not as easy as it should be in many parts of our region. By 2030, approximately 130 square miles in the National Capital area — approximately 3% of the region's total land area — will be within a half mile of a high-capacity transit station. Yet, even where transit is within reach, walking and biking can be too time-consuming, too unpleasant, or too unsafe.

Barriers to walking and biking cause many people to drive their cars even if they live or work close to a station. But others do not have a choice. Transit-dependent populations are often forced to use circuitous routes or navigate unsafe conditions when they walk or bike to transit.

Visualize 2045, the long-range transportation plan approved by the TPB in 2018, identified "Improving Walk and Bike Access to Transit" as one of seven regional initiatives that can positively affect travel conditions in the future. The plan said that investments to improve nonmotorized access to transit should be considered regionally significant because they will not simply serve local circulation needs but will also improve access to regional transit systems, including Metrorail, commuter rail, light rail, and bus rapid transit.

If approved, the TPB will expect that the TAFAs will receive priority consideration for funding by the TPB's member jurisdictions and agencies. In addition, projects at these station areas will receive additional consideration for funding through the Transportation Land-Use Connections (TLC) Program, grant funding from the Transportation Alternatives Set-Aside Program (TAP), and other potential regionally oriented funding programs and opportunities.

BACKGROUND

In the fall of 2018, as Visualize 2045 was nearing adoption, TPB Chairman Charles Allen advised staff to work with appropriate subject-matter experts to identify specific implementation actions that TPB members could take—individually and collectively—to move the plan's aspirational initiatives forward. In response, TPB staff engaged subcommittees at the TPB and COG in discussions about how the TPB's aspirational initiatives can be effectively pursued and implemented.

During these discussions, members of the Bicycle and Pedestrian Subcommittee and TPB staff noted that the "Improve Walk and Bicycle Access to Transit" initiative was largely conceptual and did not identify specific locations associated with the initiative. They determined that the next step in moving the initiative forward should focus on providing geographic specificity to the concept.

In October of 2018, the Bicycle and Pedestrian Subcommittee called upon the TPB to develop a limited list of transit station areas that are regionally prioritized for pedestrian and bicycle access investments. The recommendation explained: "These prioritized locations will be places where critical gaps in pedestrian and bicycle infrastructure currently exist and where demand is great for walking and biking to transit." This recommendation was included in a memo on November 8 to the TPB that summarized the recommendations of all subcommittees regarding the seven initiatives.

On December 19, the TPB approved Resolution R10-2019 to "take action on recommended project, program, and policy ideas that would implement the TPB's aspirational initiatives identified in its Visualize 2045 plan."

Among other activities, the resolution directed TPB 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."

Based on this directive, TPB staff launched the Transit Within Reach study to develop a list of "Transit Access Focus Areas" (TAFAs) through a process of 1) regional analysis and 2) outreach to our local government member jurisdictions. The outcome of this project was intended to be a focused list of station areas where pedestrian and bicycle improvements could have a particularly significant impact.

In 2019, TPB staff devised a methodology for regional analysis and identified a preliminary list of TAFAs. Beginning last winter, TPB staff met with the staff of the TPB's member governments to discuss the project, adjust the methodology, and, most recently, make revisions in the final list of TAFAs. This project's final product is the result of a collaborative planning process.

KEY PRINCIPLES

Several key principles underpinned the development of the Transit Within Reach Study:

- *Prioritize locations where changes would have the greatest impact*

  This project was intended to highlight the places where improved pedestrian and biking facilities would have the greatest impact. Key criteria for selection focused on identifying places where it is it difficult to walk and bike to transit, as well as places where there is significant potential demand for walking and biking. That meant that places where walking is already fairly easy would not be included. Similarly, transit station areas in low-density communities without a lot of potential pedestrians or bicyclists would not be included.

- *Identify places, not projects*

  The Transit Within Reach Study built upon past studies that the TPB and WMATA have conducted to promote station access.[1] However, while those studies identified specific pedestrian and bicycle projects, this new effort took a different approach. Rather than identifying specific projects, TPB staff and our partners determined it would be most appropriate with this new study to broadly identify the stations and surrounding areas where such improvements could have a significant impact. Specific projects — such as individual sidewalks or paths — will be left to local and state agencies to identify.

- *Achieve regional balance and honor local priorities*

  The list of Transit Access Focus Areas will be a regional resource to be used and embraced widely by TPB members. Therefore, it was determined that all jurisdictions with high-capacity transit would have at least one Transit Access Focus Area on the final list. In addition, the development of the list would not be based solely on regional analysis. TPB members would be invited to provide input about their locally determined priorities to influence the development of the list so that adjustments could be made before the list is presented to the TPB for approval.

SUMMARY OF METHODOLOGY

The methodology for developing the list of TAFAs is summarized below. This approach was modified and refined during an iterative development process that sought to be as responsive to local needs and interests as possible.

[1] The TPB's 2015 study "Improving Bicycle and Pedestrian Access at Select Rail Stations" (funded through the federal Transportation, Community, and Systems Preservation grant program) identified station access improvements at 25 rail stations. In 2016, WMATA followed up with the "Metrorail Station Investment Strategy" which identified station access improvements for all remaining stations (91 total stations).

A. IDENTIFICATION OF A BASELINE LIST FOR ANALYSIS

The starting point for this analysis was the development of a baseline list of station areas that were selected according to the following criteria:

- *Stations deemed "high-capacity transit" plus selected bus-only centers*

  The baseline initially only included "high-capacity transit stations," which are defined by the TPB to include Metrorail, commuter rail, bus rapid transit, light rail, and streetcar lines.

  Based upon requests from the staff of TPB member jurisdictions, the baseline was later expanded to include a small supplemental list of high- frequency, bus-only transit centers that either 1) are served by a large number of bus lines (eight or more) and/or 2) have high ridership (more than 5,000 daily riders).[2]

- *Cutoff year of 2030*

  The analysis considered stations that are currently built or will be in place by 2030,[3] according the Constrained Element of Visualize 2045.[4]

- *Activity Centers only*

  The baseline only included station areas that are within a half mile of one of the region's 141 Activity Centers. Designated by MWCOG in 2013, Activity Centers are mixed-use housing and job centers, usually near transit, where local and regional planners anticipate most of the region's future growth will occur.

Using the criteria above, staff determined that a total of 208 station areas[5] would serve as the baseline for the analysis to identify Transit Access Focus Areas.

B. USE OF KEY FACTORS TO ANALYZE THE BASELINE & SEEK JURISDICTIONAL INPUT

Staff performed regional analysis and conducted outreach using the three key factors described below to identify station areas where it is difficult to walk/bike and where there is current and/or anticipated demand for walking or biking.

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[2] During site visits for this project, local staff on several occasions commented that many bus-only transit centers serve more people than many of the region's high-capacity transit stations (e.g., commuter rail stations and BRT). These bus-only hubs are particularly important for low-income populations.

[3] Earlier stages of this analysis used a cutoff year of 2025, but at the request of our members, TPB staff extended it to 2030. Local staff made a persuasive case that some key facilities will open between 2025 and 2030, and station area planning for these places could benefit from potential designations as TAFAs.

[4] The Constrained Element of Visualize 2045 only includes projects for which funding is reasonably anticipated to be available.

[5] The total baseline number of 208 station areas include some stations that serve multiple types of high-capacity transit. For example, Union Station includes Metrorail, commuter rail, and light rail, but for the purposes of this study it was only counted as one station area.

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

The study used a walkshed analysis and sought input from jurisdictions to identify station areas with deficient pedestrian and bicycle infrastructure.

Staff used an analysis of "walksheds" to identify those locations where walking and biking to transit is relatively difficult.[6] A walkshed is a catchment area in which the outer perimeter represents the distance that people are anticipated to be willing to walk to a central destination. Planners generally assume that one half mile—a 10-minute walk on average— is the maximum distance we can expect people to walk to a train station.

As the crow flies, the outer limits of a half-mile walk would form a perfect circle with the station at the center. But in reality, a half mile of walking is often much longer than the geometric radius. Blocks are sometimes very long, sidewalks may be missing, or a natural or man-made barrier may obstruct a direct path. As routes become more circuitous, the distance covered by a half mile walk from a transit station to a final location— the actual walkshed— is often much tighter than the half-mile radius would suggest. Constrained walksheds can be expanded by bridging barriers, creating new connections, and enhancing existing connections to transit stations.

The walkshed analysis for this project included the development of maps and associated data for each station area using GIS. To develop the walksheds, staff performed geospatial analysis using ArcGIS software utilizing the Network Analyst extension, specifically using the Service Area analysis option. Service areas define an area of network facilities (e.g., streets, trails, and other elements) that can be traversed in a prescribed time or distance. Staff developed a methodology for creating walksheds for each identified transit station that would best reflect the opportunities and deficiencies around each station area.

Staff identified the walksheds for all the 208 station areas and calculated the percentage of walkshed coverage within a half mile for each station area. A draft table containing this information was developed for use in later stages of the analysis.

Staff has developed an additional product (geospatial feature class) that features walksheds for all existing high-capacity transit stations in the region. This product will be made available through the TPB's Regional Transportation Data Clearinghouse.

During outreach to our members, TPB staff learned that our walkshed analysis did not always fully represent walkability today or what is expected in the near future. Therefore, adjustments were made in the final selections of TAFAs, based on requests from affected jurisdictions backed up with justifications for such changes.

[6] At the beginning of this project in the winter of 2018, staff proposed using an analysis of intersection density to identify stations with relatively poor ped/bike infrastructure. However, members of the TPB Technical Committee recommended that a walkshed analysis be performed and used to support this project instead of intersection analysis. In response to this recommendation, staff opted to use a walkshed analysis.

2. *Where is there significant potential demand for walking and biking?*
   The study screened stations to identify locations with high employment/population density and sought confirmation from jurisdictions.

The TPB analysis also sought to identify places with significant numbers of people living or working close to transit. Staff identified the Traffic Analysis Zones (TAZs) associated with the stations and summarized the combined population and employment densities for each station for 2030. The presence of higher densities was assumed to represent a current or latent potential demand for walking or biking to transit.[7]

Similar to the input given regarding walksheds, the staff of member jurisdictions informed TPB staff that our estimations of density did not always depict the realities that are understood at the local level. Based on feedback regarding anticipated densities, adjustments were made in the final list of TAFAs.

3. *Where are vulnerable populations concentrated?*
   The study identified station areas that are in Equity Emphasis Areas.

The station areas selected for analysis were also screened to identify whether they are in Equity Emphasis Areas (EEAs), which are small geographic areas that are home to relatively high concentrations of minority and low-income communities. The EEAs have been approved by the TPB to be the primary tool for regional Environmental Justice analysis. For the purposes of this study, it is important to note that the people living in these areas are more likely to be transit-dependent than the general population.

Out of the 208 station areas selected for analysis, 164 are in Equity Emphasis Areas. In the final TAFA list, 43 out of 49 selected areas are in EEAs.

C. DEVELOPMENT OF THE LIST OF TAFAS BASED UPON REGIONAL ANALYSIS & LOCAL INPUT

Staff used analysis and outreach to develop the list of Transit Access Focus Areas. The draft list was developed as follows:

1. *Develop a composite score for each station area*

Staff used its draft analysis to develop composite regional scores for each station area using the three factors described above. The factors were weighted as follows:

- 50% - Deficient ped/bike infrastructure (walkshed analysis)
- 35% - Demand for walking & biking (high population/employment density)
- 15% - Vulnerable populations (Equity Emphasis Areas)

[7] Because the Transit Within Reach project sought regional balance, outer jurisdictions were not expected to have the same levels of population and employments densities as core jurisdictions in order to be included on the final list. The density scores used for the analysis was based on separate indices for each jurisdiction and therefore, the scores are not comparable across jurisdictions.

2. Determine the number of TAFAs per jurisdiction

Before TAFAs could be identified for each jurisdiction, staff needed to determine the number of station areas that would be allocated to each jurisdiction. Understanding that land in proximity to transit is a regional asset, staff sought to establish a system for allocating TAFAs that would fairly represent each jurisdiction's opportunity to use that asset to promote walking and biking within their borders.

To provide a basis for this allocation, staff calculated the total land area in the entire region that is within a half-mile of high-capacity transit and identified each jurisdiction's share of this land. With these calculations in mind, staff established the following breakdowns for determining the number of TAFAs for each member jurisdiction:

- Staff analysis determined that our largest inner jurisdictions – DC, Fairfax, Montgomery, and Prince George's – each have between 14 and 20 percent of the total land area in our region that is within a half mile of high-capacity transit. To maintain balance among these large TPB members, it was determined that eight TAFAs would be allocated to each of these jurisdictions.

- Two inner jurisdictions – Arlington and Alexandria – each have relatively large land areas in proximity to transit, but these areas are nonetheless significantly smaller than the four largest jurisdictions. These two localities were proportionately assigned a number of TAFAs that is commensurate with each jurisdiction's share of the region's transit-accessible land within their borders. Two TAFAs were assigned for Alexandria and three for Arlington.

- The project's ground rules stipulated that every TPB member jurisdiction that has a high-capacity station area in its borders would have at least one TAFA on the list.[8] This condition was established to extend the sense of ownership and opportunity that the project was designed to offer. These jurisdictions include the cities of College Park, Falls Church, Frederick, Gaithersburg, Greenbelt, Manassas, Manassas Park, Rockville, and Takoma Park.

3. Eliminate stations that are already walkable

Staff determined that areas that are already quite walkable did not need to be included on our list and should be taken off the table. Therefore, station areas with a walkshed coverage of more than 50% were not eligible for inclusion, for the most part.[9]

4. Select TAFAs for each jurisdiction

After applying the criteria described above, staff used the composite regional scores for each station area to select the top scoring locations for inclusion on the draft TAFA list. Through a series of meetings and discussions with our member governments, this list was adjusted to reflect realities understood at the local level.

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[8] The TAFA list includes Falls Church and Takoma Park, jurisdictions that do not actually have a high-capacity transit station within their borders but nonetheless have significant land areas within a half-mile of a station.

[9] The City of Frederick has only one HCT station and the walkshed coverage exceeds 50%. This station area has been included, however, because of the policy (described above) to include every TPB jurisdiction that has one or more high-capacity transit station in an Activity Center.

THE DRAFT LIST

The Transit Within Reach Study has produced a draft list of 49 Transit Access Focus Areas in 17 of the TPB's jurisdictions. The TAFAs lie along a variety of different transit systems, including existing Metrorail and commuter rail lines, as well as forthcoming projects, such as the Purple Line and Silver Line (Phase II). Some TAFAs are located along future BRT lines in Montgomery and Fairfax counties. Two bus-only transit centers are also included.

The draft list is focused on disadvantaged communities. Out of 49 locations, 43 of the TAFAs on the draft list (88%) are in Equity Emphasis Areas. Many of these locations are on the eastern side of the region, which has long been identified as historically disadvantaged.

The Transit Within Reach project is designed to draw attention to the land around stations, not the stations themselves. All the TAFAs are in Activity Centers where pedestrian, bicycle and other micro-mobility improvements will increase circulation and economic vibrancy, indirectly creating impacts much broader than only improving access to transit. Further, the TAFA geographies were not designed to be interpreted in a rigid manner. Staff conceived these areas as circles of land within a half-mile of a station – which is the distance that typically is ripest for pedestrian improvements. But in some cases, impactful projects may lie outside these circles, especially pathways to improve bicycle access. Such projects should be encouraged.

Finally, the list is not written in stone. The TPB has not committed to revising the TAFAs designations at a specific time, but the list may be updated in the not too distant future, as conditions change.

NEXT STEPS

TPB staff will present the results of the Transit Within Reach project as an information item at the TPB meeting on June 17. We anticipate further discussions and presentations during June and July. The list of TAFAs will be presented to the TPB for approval on July 22.

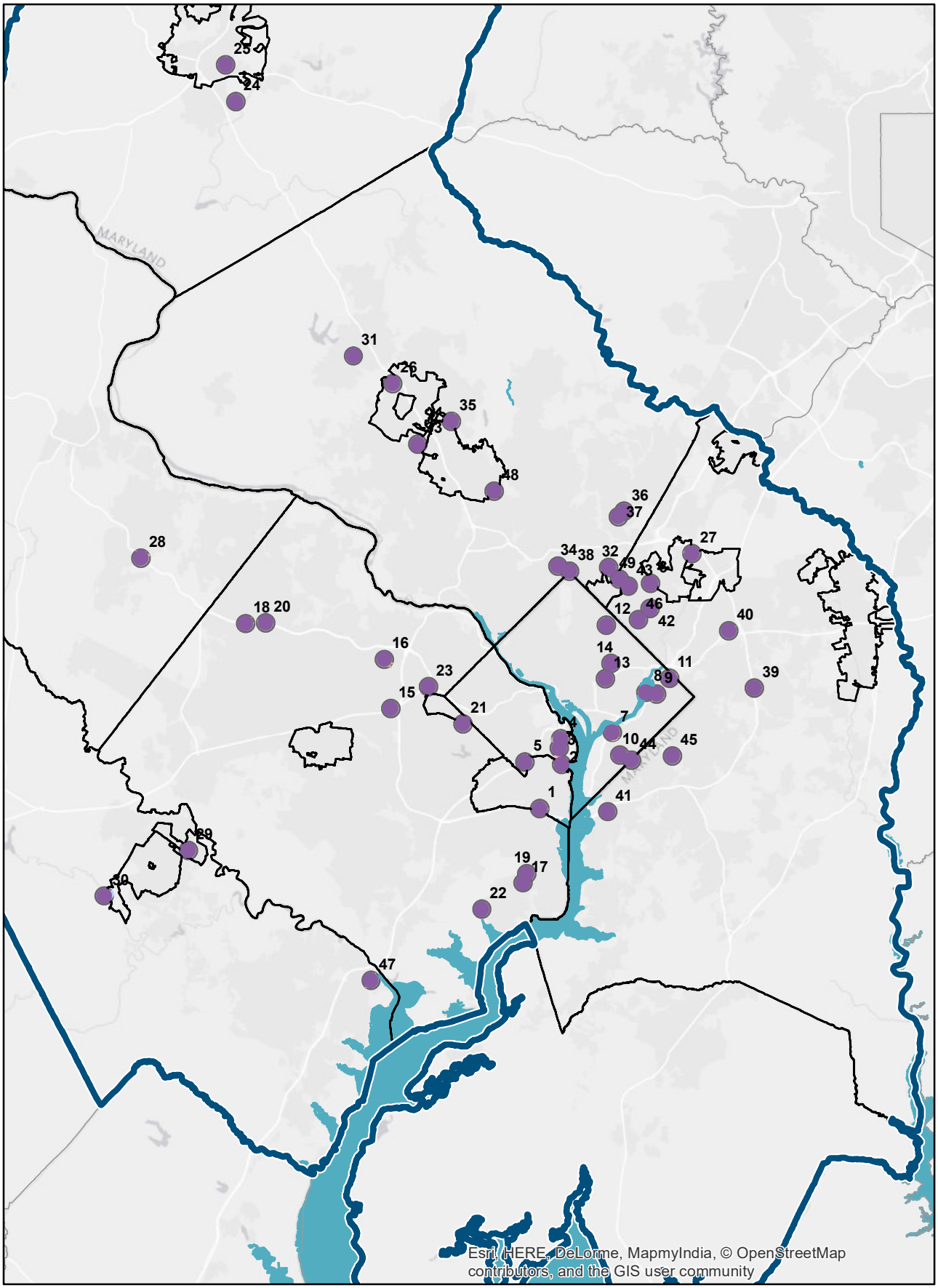
Please contact us with any follow-up questions or comments.

- Charlene Howard, charlene@mwcog.org
- John Swanson, jswanson@mwcog.org

TRANSIT ACCSS FOCUS AREAS – DRAFT LIST, JUNE 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	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
24	Monocacy/I-270	Frederick County	Commuter Rail
25	Frederick	Frederick, City of	Commuter Rail
26	Metropolitan Grove	Gaithersburg	Multimodal
27	Greenbelt	Greenbelt/College Park	Metrorail
28	Ashburn	Loudoun County	Metrorail
29	Manassas Park	Manassas Park	Commuter Rail
30	Broad Run/Airport	Manassas, City/Prince William County	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 County/DC	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

Transit Access Focus Areas (TAFA)



TRANSIT WITHIN REACH

Transit Access Focus Areas for pedestrian and bicycle improvements

John Swanson
TPB Transportation Planner

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

- 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

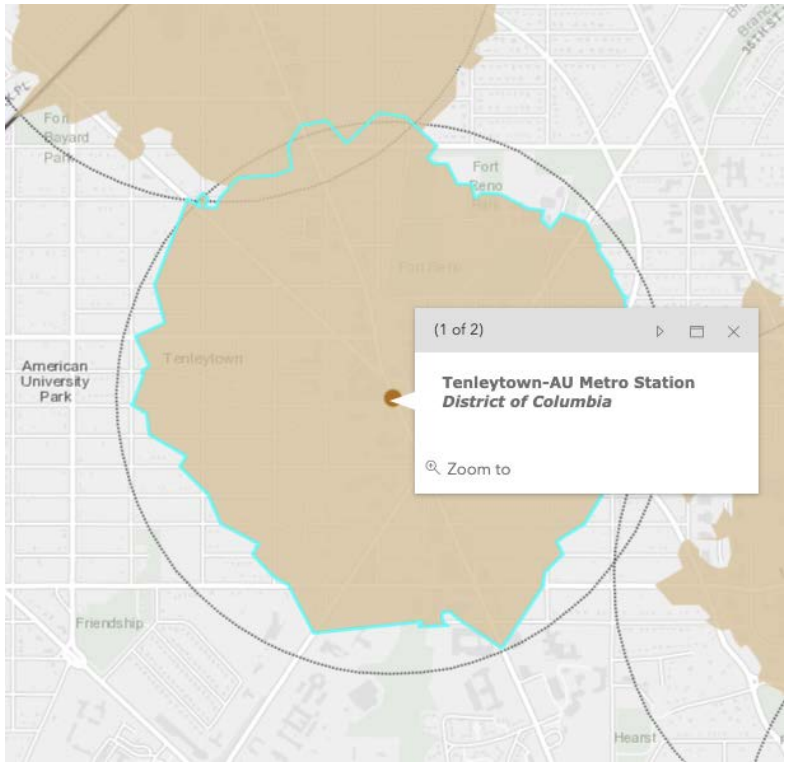
1. **Where is it difficult to walk or bike to transit?**
   We used a walkshed analysis to identify stations with deficient pedestrian and bicycle infrastructure.

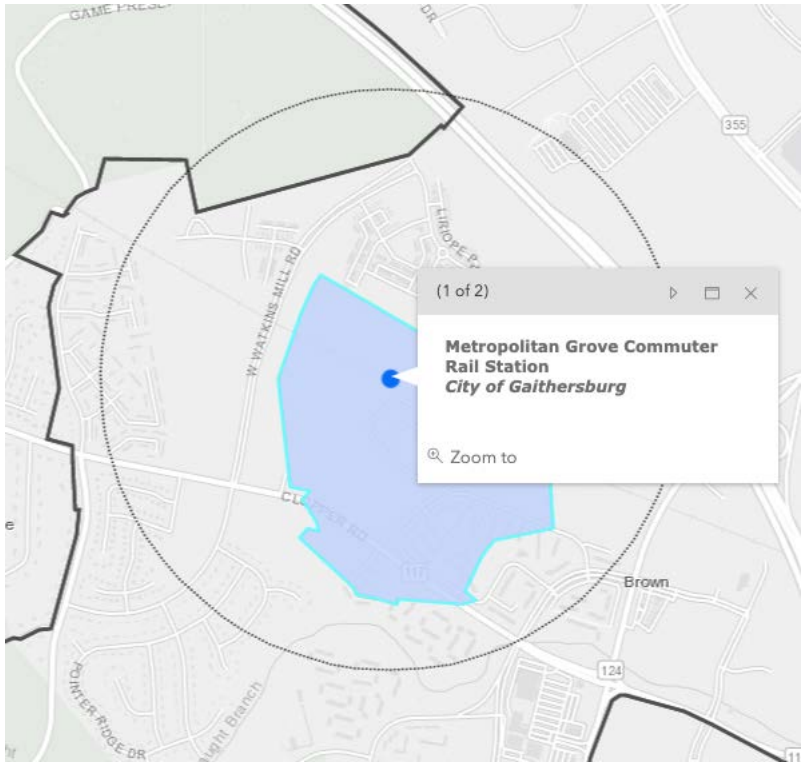
2. **Where is there significant potential demand for walking and biking?**
   We identified stations with high employment/population density.

3. **Where are vulnerable populations concentrated?**
   We identified station areas that are in Equity Emphasis Areas.

1. Where is walking/biking difficult?

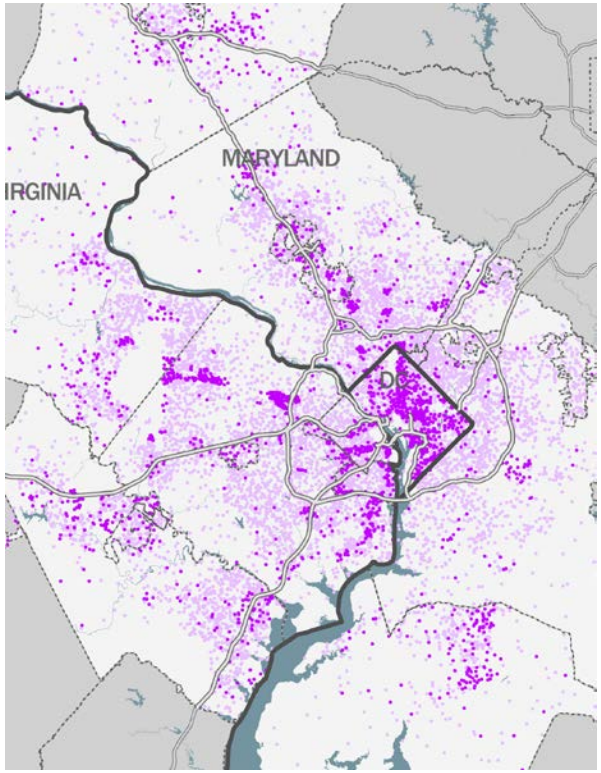
Walkshed analysis

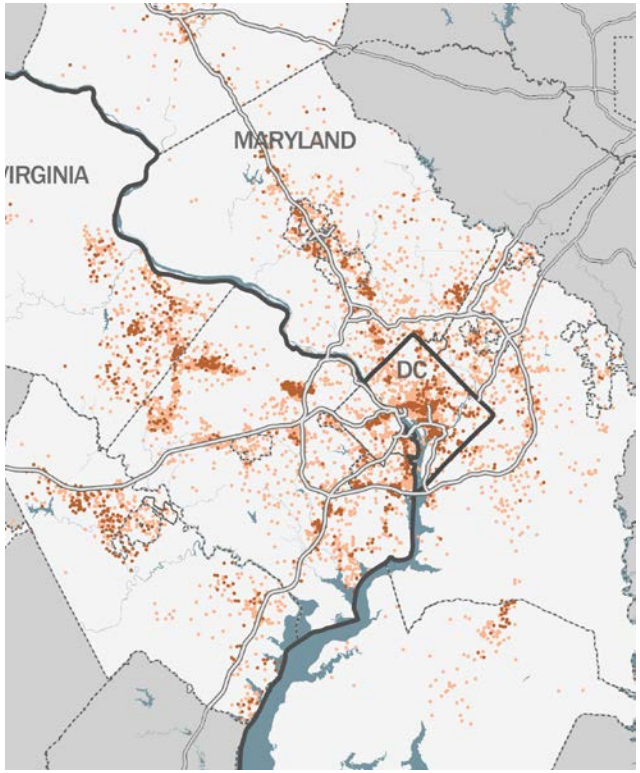




2. Where is there demand for walking/biking?

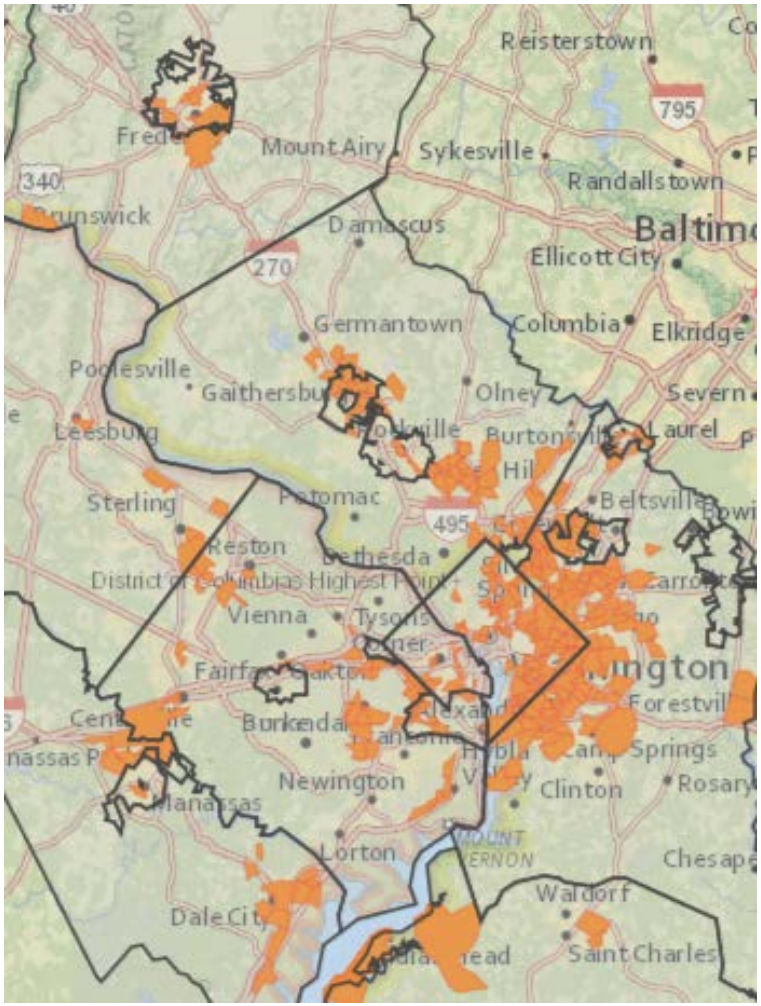
COG's Cooperative Forecasts of Housing and Jobs



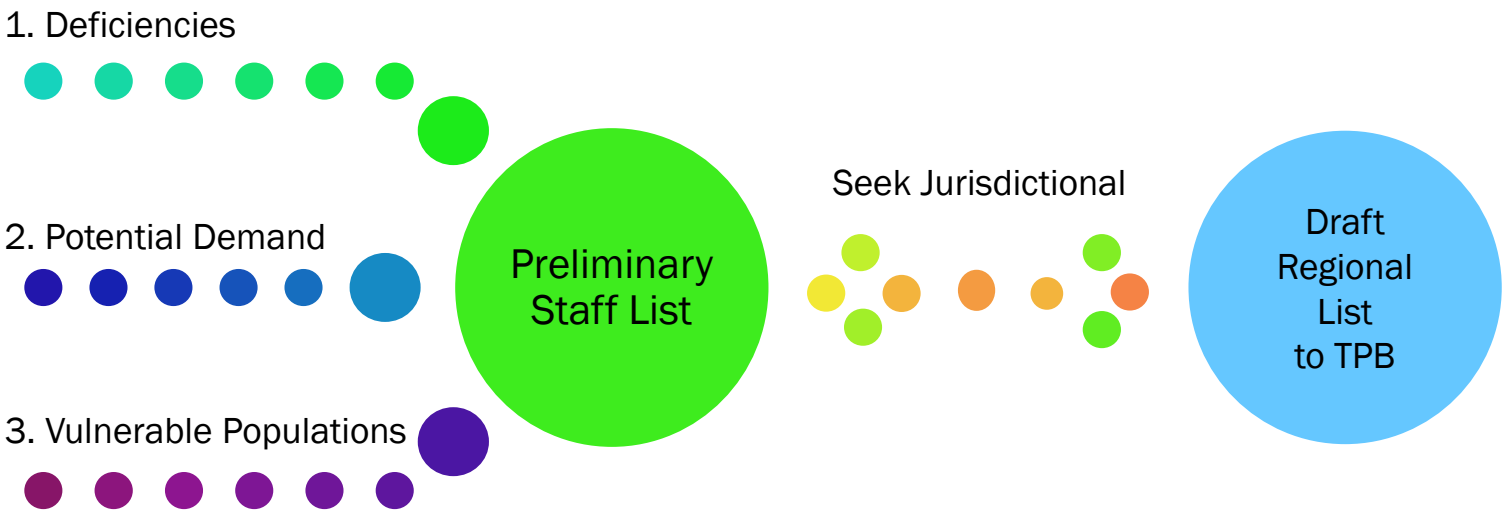


3. Where are vulnerable populations concentrated?

Equity Emphasis Areas



Process for identifying TAFAs



Developing the list of TAFAs

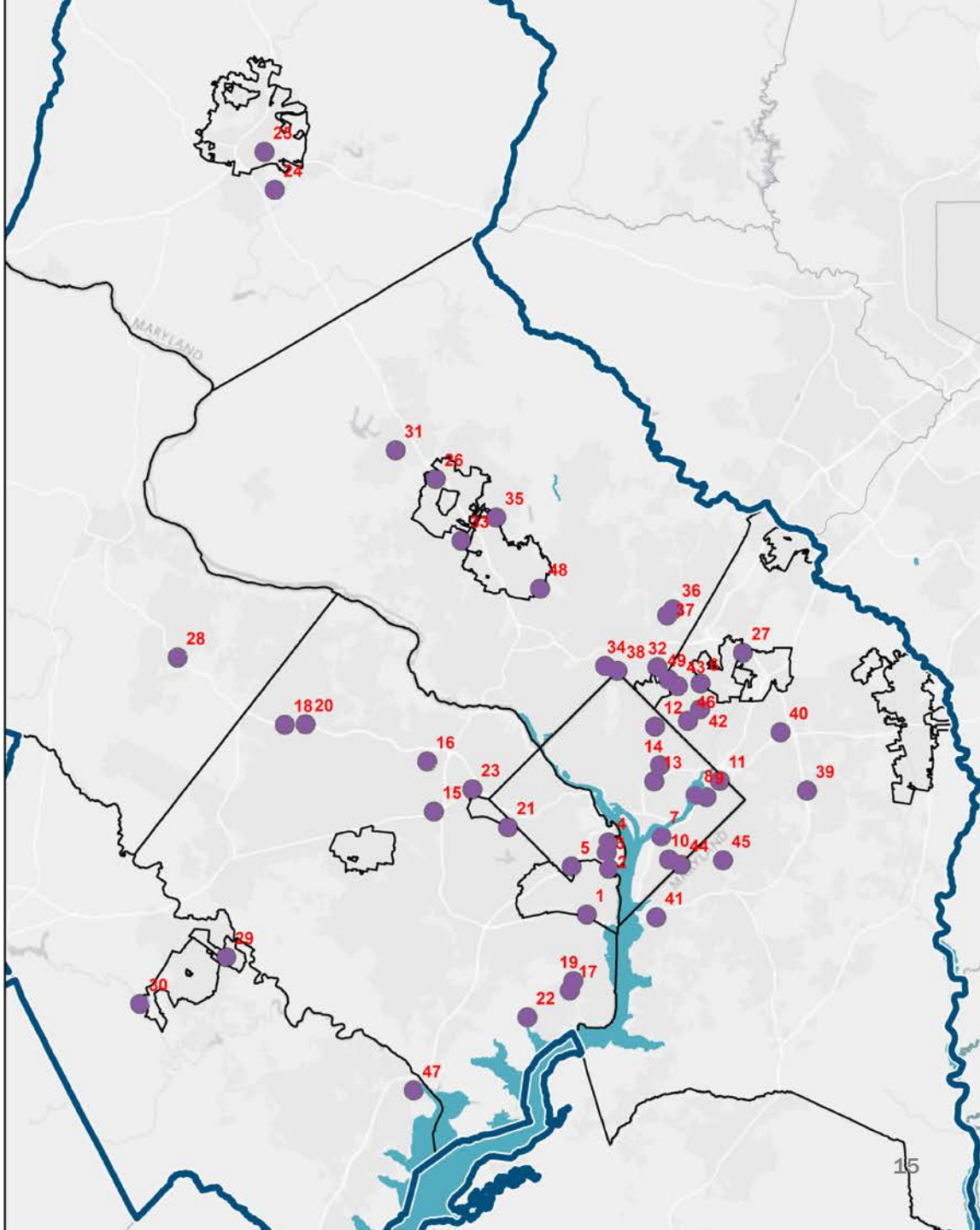
- **We developed a composite score for each station area based on key factors:**
  1. Deficiencies - 50%
  2. Demand - 35%
  3. Vulnerable populations - 15%

- **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 TAFA 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, June 2020



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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
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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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- Merrifield, Dan Malouff/flickr.com/photos/beyonddc/31893540852/in/album-72157626456077616/

Slide 3

- Tysons, Dan Malouff/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/