

OPTIMIZING ACCESS & OPPORTUNITY

Shared Action for Transit-Oriented Communities Across the Region

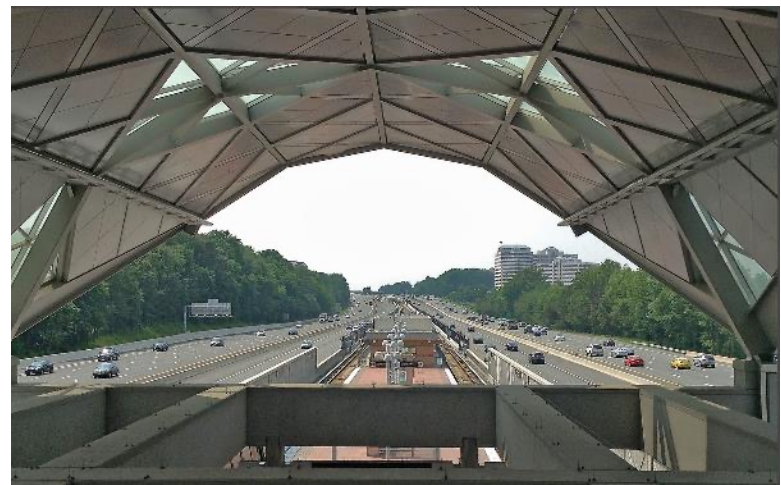
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COG Board of Directors
April 13, 2022



Shared Vision, Regionwide



Credits: BeyondDC/Flickr; Rhodeside & Harwell for the Fairfax County Department of Planning and Development; Prince George's County; Ron Cogswell/Flickr.

TOCs – Shared Benefits

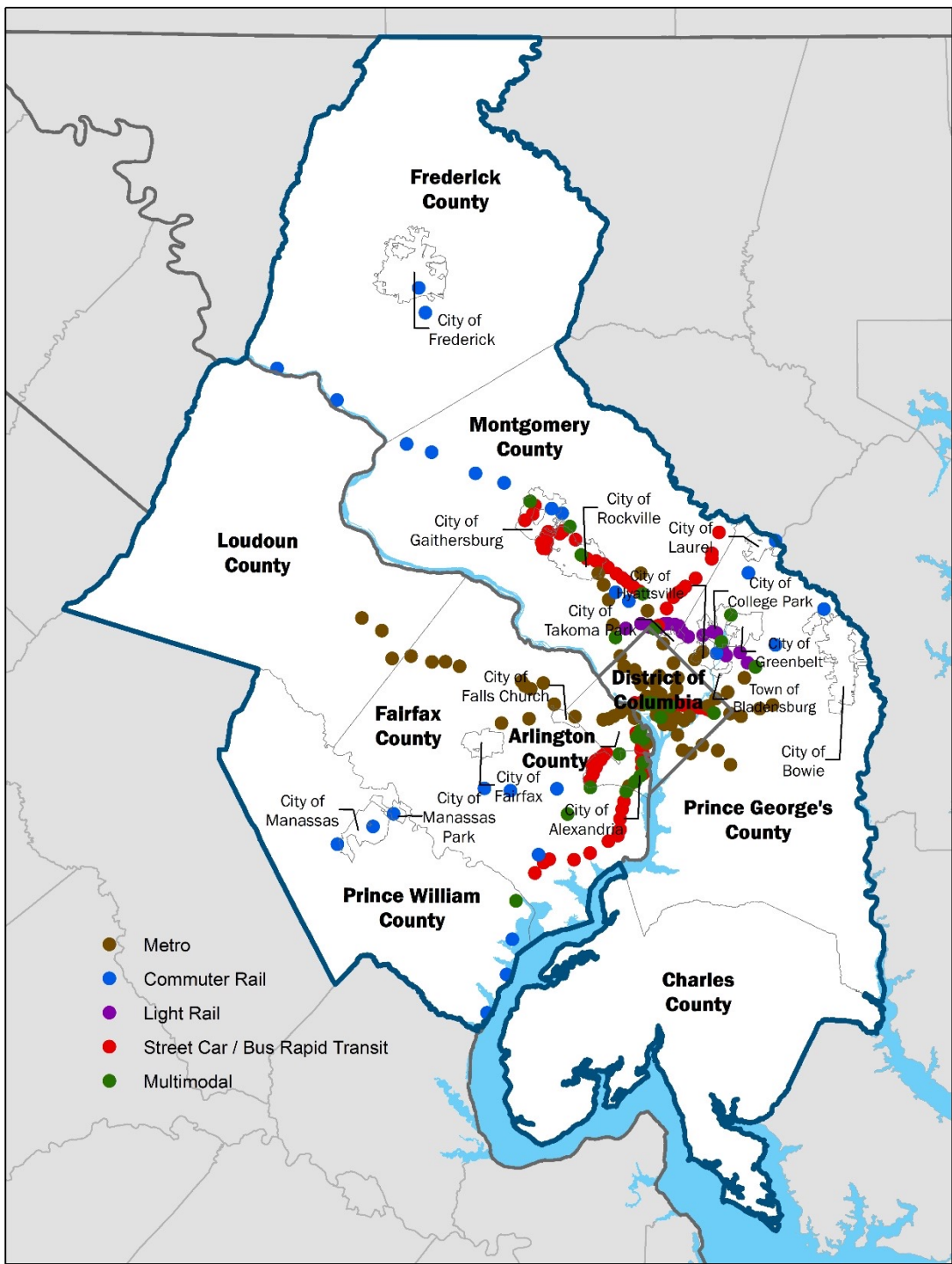
- Regional presence of HCTs leverages region’s land use policy investments.
 - Optimizes land area used (10 percent).
 - Concentrated and mixed-use makes locations attractive.
 - Mixed-income housing advances equity.
- Regional connections provided by HCTs helps enhance mobility.
 - Maximizes access to reliable and affordable modes of travel. (1/2 of all jobs, 1/4 of all people within 1/2 mile of HCTs)
 - Minimizes travel and travel costs by connecting regional Activity Centers (90% of HCTs are in AC; 2/3 AC have HCT).
 - Provides more equitable access (78% of HCTs overlap EEAs; 61% of EEAs are within HCTs).



Optimize 225 High-Capacity Transit Station Areas (HCTs)

Locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.

mwcog.org/highcapacitytransit



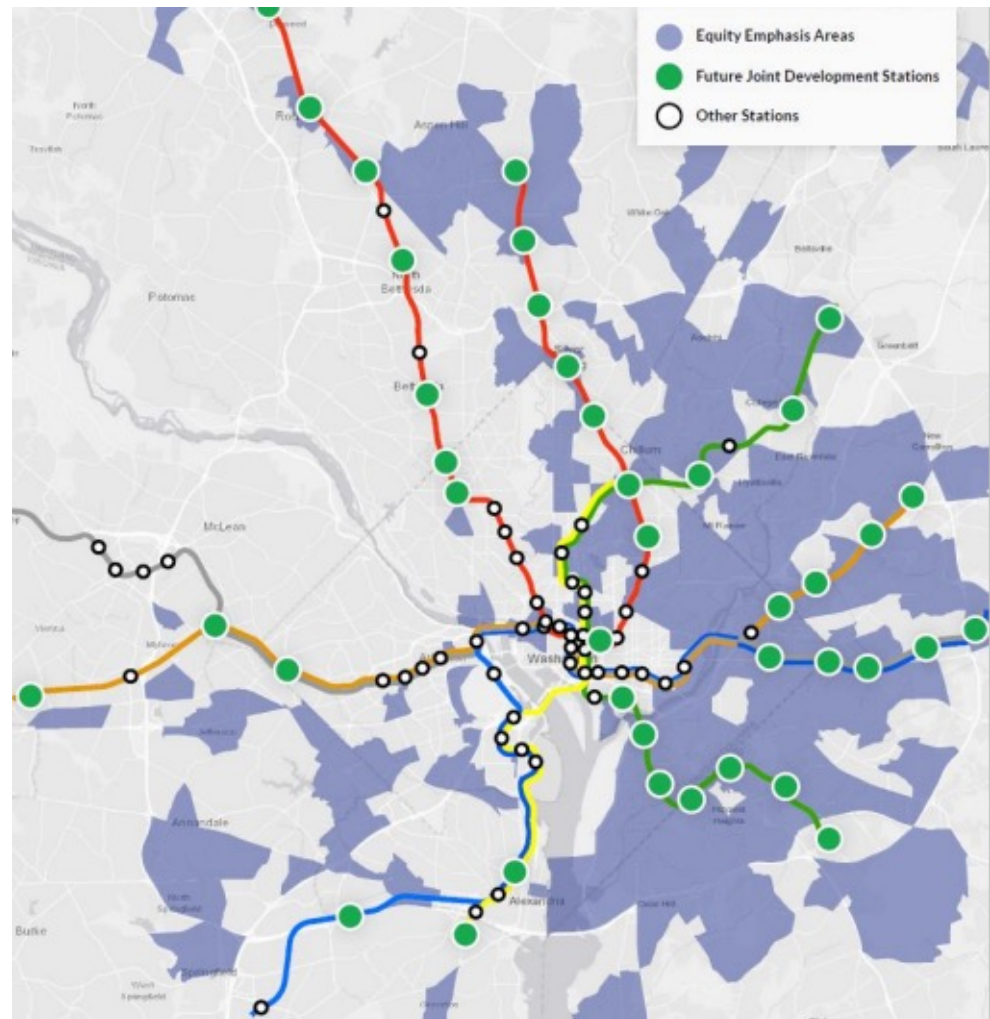
Optimizing HCTs For Successful TOCs

- Enhance land use around stations:
 - Housing, offices, and shopping (1/2 of all jobs, 1/4 of all people).
 - 2030 Target - 75% of new housing in proximity to HCTs, 75% affordable.
- Expand mobility by improving access to stations and amenities:
 - Pedestrian and bicycle projects.
 - Bikeshare, e-scooter.
 - Microtransit services.



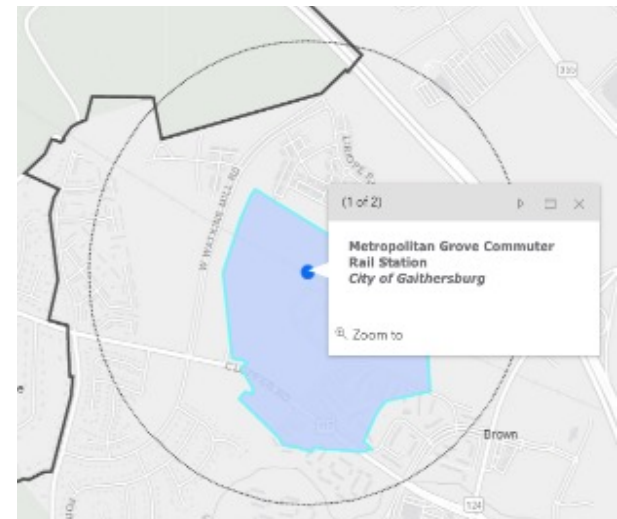
WMATA 10 Year Strategic Plan for Joint Development

- Supports higher-density, mixed-use development.
- Maximizes economic development.
- Supports transit operations.
- Co-benefits – Equity, climate, congestion, affordability, and more.
 - 70% of future sites are in COG Equity Emphasis Areas.



Collective Opportunity on TOCs

- A. If we aspire to ‘optimize’ connectivity around 225 HCTs, how do we account for differences in type (e.g., heavy rail vs. BRT) and setting (e.g., outer suburb vs. urban core)?
- B. Given the collective investment in HCTs (e.g., WMATA, plus MARC & VRE) that crosses jurisdictional boundaries, is there a mutual responsibility to optimize connectivity around these station areas?
- C. To advance these efforts, what more might COG do? Jurisdictions? States? Others?



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