



# PLANNING SUPPORT FOR TRANSIT AND PED/BIKE STATION ACCESS

## An Overview of the TPB's TLC Program and Transit Access Focus Areas

John Swanson  
Transportation Planner

Regional Public Transit Subcommittee  
October 27, 2020



National Capital Region  
Transportation Planning Board

# Background on the TLC Program

---

- Began in 2006
  - 145 Technical Assistance projects funded for nearly \$6 million between 2007 and 2021
- Promotes TPB policy objectives:
  - Multimodal transportation options
  - Land-use enhancements in activity centers and around high-capacity transit stations
  - Access for low-income and minority communities
  - Access to transit
  - Key regional trails



# Background on the TLC Program

---

- Began in 2006
  - 145 Technical Assistance projects funded for nearly \$6 million between 2007 and 2021
- Promotes TPB policy objectives:
  - Multimodal transportation options
  - Land-use enhancements in activity centers and around high-capacity transit stations
  - Access for low-income and minority communities
  - Access to transit
  - Key regional trails



# Program Components

---

- TLC Technical Assistance
  - Planning and design projects
  - Small (\$30,000-\$80,000)
  - Short-term (8-9 months)
  - Cover a range of issues, including transit studies, ped/bike planning, corridor and small area planning, and development of analytical tools
- Transportation Alternatives Set-Aside
  - Focused on capital improvements
  - \$5-6 million per year
  - Collaboration with state DOTs in allocating federal funding



# Funding for Technical Assistance in FY21

---

- Total funding for FY 2021: \$857,266
  - \$680,000 - *Core Regional Funds, MD Technical Assistance, VA Technical Assistance*
  - \$177,266 - *NEW THIS YEAR: Regional Transit Technical Assistance*  
Projects that meet specific criteria are eligible:
    - Must enhance ped/bike access to high-capacity transit
    - Must fund design work (up to 30%) for projects ready to move toward construction/implementation



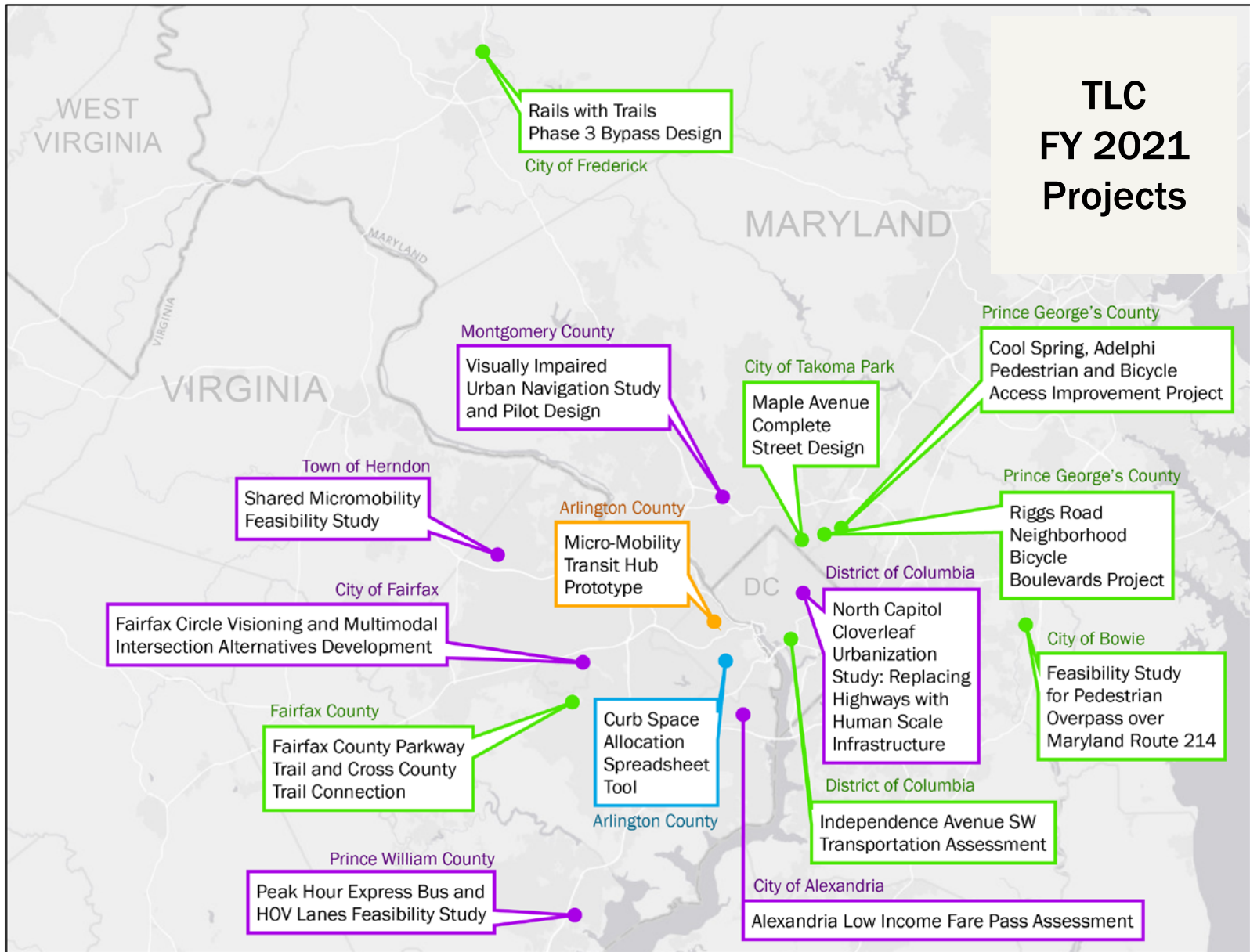
# FY 2021 Projects

---

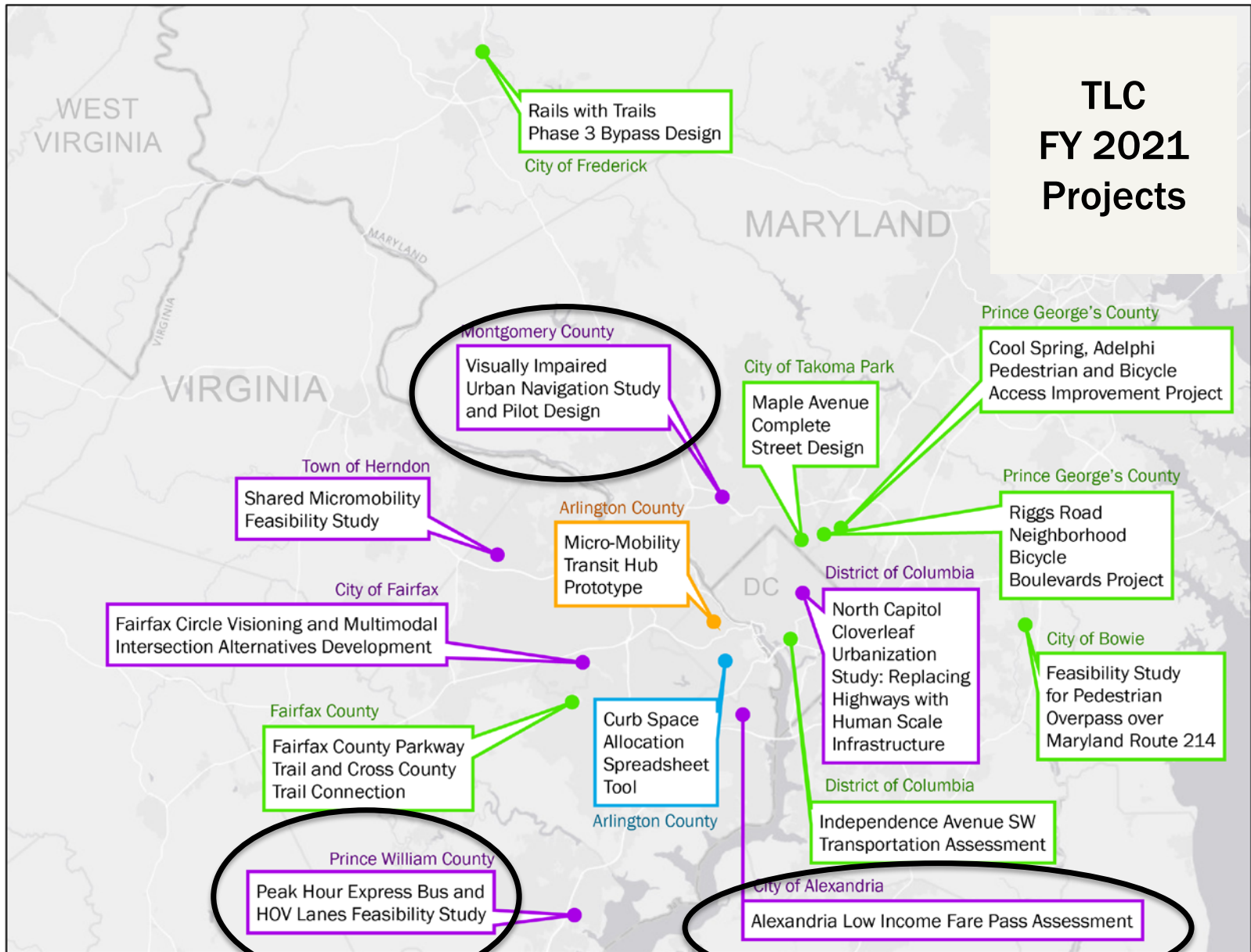
- Total funding: \$857,266
- 15 applications recommended
  - 13 projects – in/near Activity Centers
  - 11 projects – in/near Equity Emphasis Areas
  - 12 projects – in/near high-capacity transit stations
  - 8 projects – in/near key regional trails



# TLC FY 2021 Projects

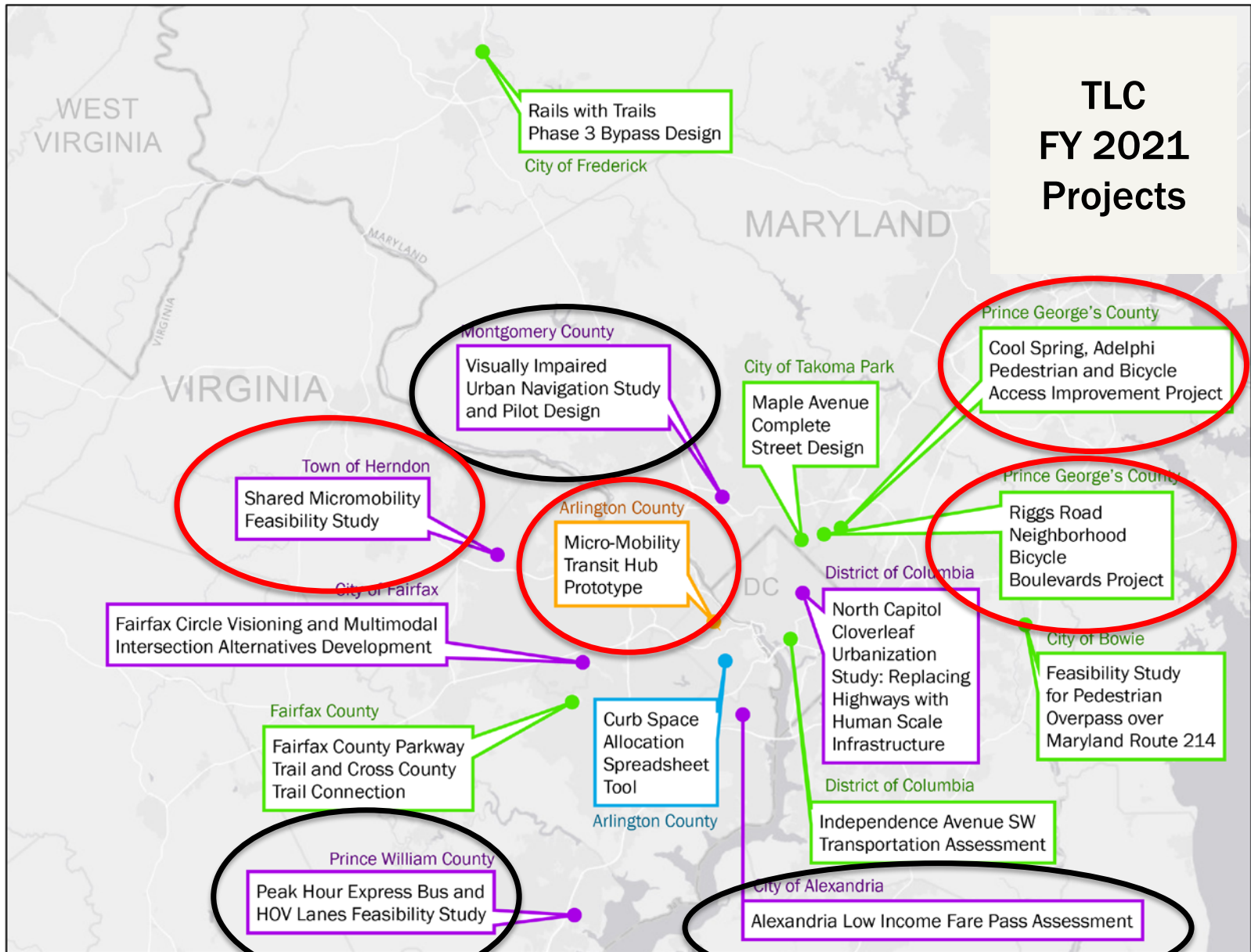


# TLC FY 2021 Projects





# TLC FY 2021 Projects



Details from a few examples...



# Montgomery County Visually Impaired Navigation Study and Pilot Design

The project will make recommendations on which technologies and design standards should be applied to support safe navigation by blind and low vision pedestrians to and from transit in dense urban areas of Montgomery County.



# Fairfax Circle Visioning and Alternatives Development

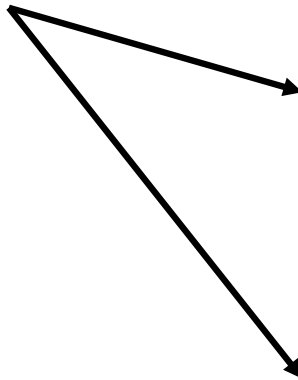
The project will develop a vision and feasible design alternatives for the “hamburger roundabout” at Fairfax Circle (the intersection of Route 50 and Route 29). Project will support ongoing redevelopment of this area into a transit-friendly and walkable mixed-use activity center.



# Transit Access Funding

Three projects will be funded with the Regional Transit Technical Assistance funds:

- Prince George's County -- Riggs Road Area Bicycle Boulevards (Purple Line)
- Montgomery County -- Visually Impaired Navigation (Silver Spring Metro Transit Center)
- Arlington County Micromobility Hub Prototype (Metro station TBD)





A group of diverse pedestrians, including women and a man, are walking across a city street. They are crossing a crosswalk marked with white and red stripes. The background shows a black metal fence and some greenery. The scene is brightly lit, suggesting a sunny day.

# TRANSIT WITHIN REACH

**Transit Access Focus Areas  
for pedestrian and bicycle improvements**



# Transit Within Reach project: What it is and why we did 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 tool for TLC and TAP project selection
- Potentially seek other funding (e.g., BUILD)
- 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



**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...”*







# 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.

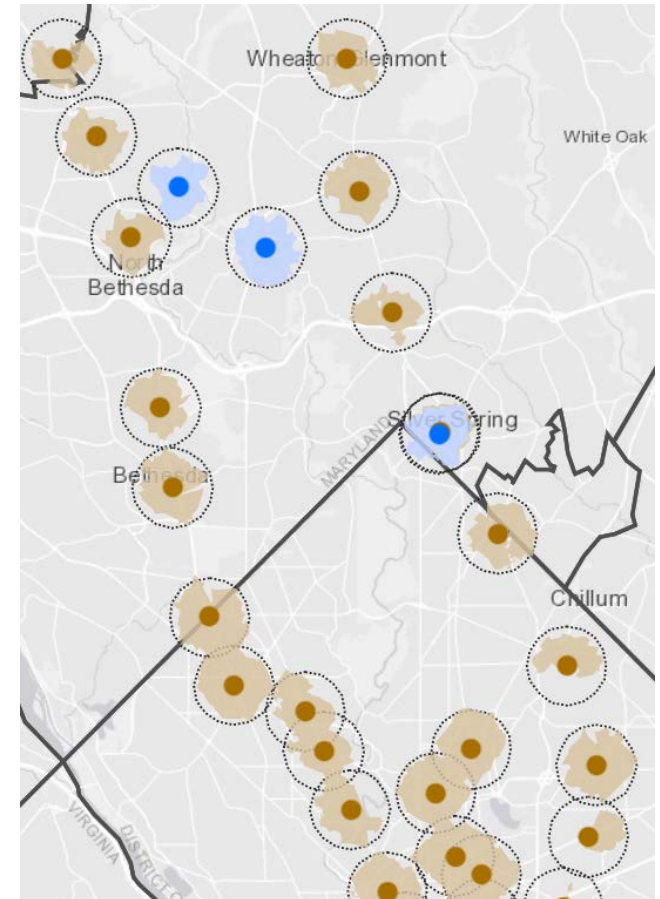


# Key factors for analysis

**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.*



Screenshot from the walkshed analysis



# Process for identifying TAFAs

---

A. Deficiencies



B. Potential Demand



C. Vulnerable Populations



Seek Jurisdictional



# Transit Access Focus Areas - Draft List, July 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 Co	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



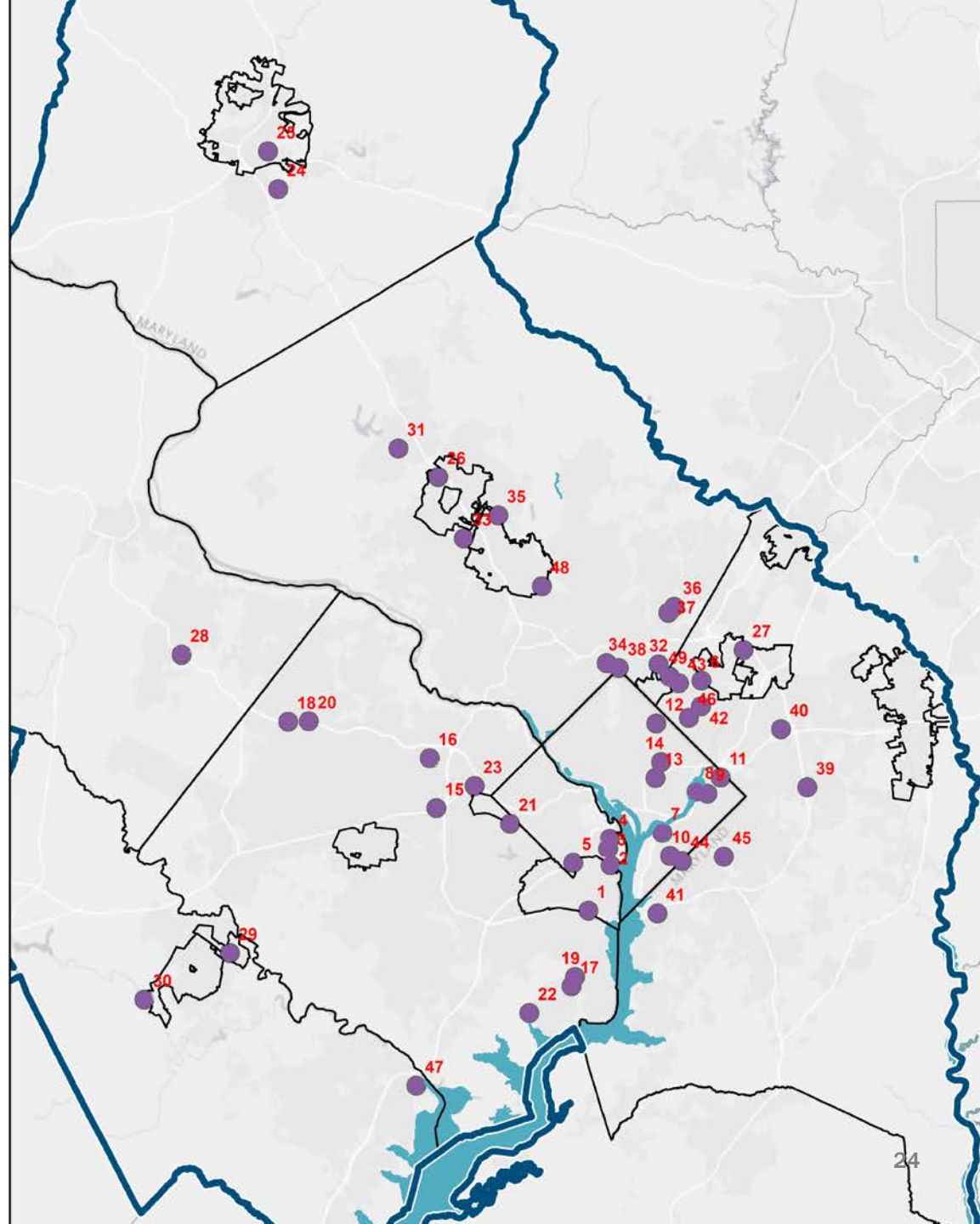
## Transit Access Focus Areas - Draft List, July 2020 (cont'd)

	Station Area Name	Jurisdiction	Type of Transit
24	Monocacy/I-270	Frederick County	Commuter Rail
25	Frederick	Frederick, City of	Commuter Rail
26	Lakeforest Transit Center	Gaithersburg/Montgomery County	Bus-Only Transit Center
27	Greenbelt	Greenbelt/College Park	Metrorail
28	Ashburn	Loudoun County	Metrorail
29	Manassas Park	Manassas Park	Commuter Rail
30	Broad Run/Airport	Manassas, City of/Prince William Co	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 Co/District of Columbia	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

July 2020





## John Swanson

Transportation Planner

(202) 962-3295

[jswanson@mwcog.org](mailto:jswanson@mwcog.org)

[mwcog.org/TPB](http://mwcog.org/TPB)

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**