

TRANSIT WITHIN REACH

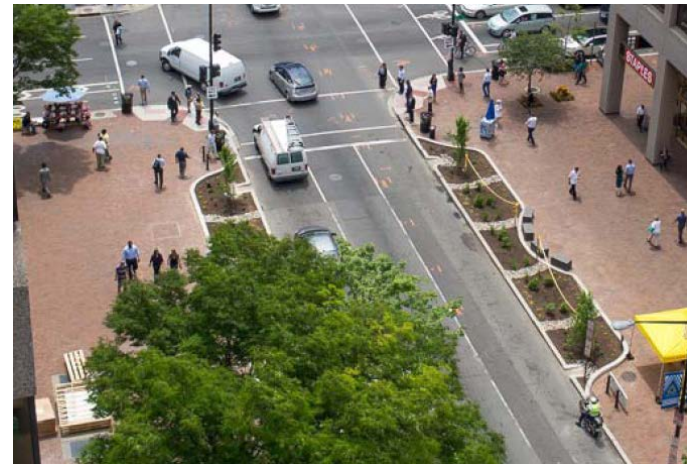
Prioritizing transit station areas for pedestrian & bicycle investments

John Swanson & Nicole McCall
TPB Transportation Planners

TPB Technical Committee
July 12, 2019

In a nutshell

The TPB will approve a list of transit station areas that will be regionally prioritized for pedestrian and bicycle improvements



Purpose

- Support implementation of Visualize 2045 Aspirational Initiatives
- Use the list as a tool for TLC and TAP project selection
- Potentially seek other funding (e.g., TIGER)
- 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

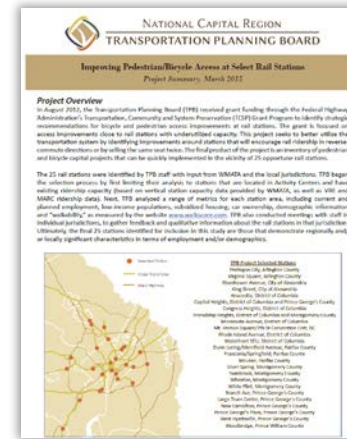


- In November 2018, the TPB’s Bike/Ped Subcommittee recommended the TPB prioritize station areas for ped/bike improvements
- In December, TPB Resolution R10-2019 directed staff to:
“Identify a set of regionally prioritized high capacity transit stations where pedestrian/ bicycle access improvements have the greatest potential to utilize available capacity and increase transit ridership, by building on the previous work by the TPB and WMATA, and report on progress by end of June 2019.”



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

- Key characteristics for prioritization:
 - 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
 - We will identify opportune station **areas** for improvements, not specific projects
- Regional balance, local priorities
 - All jurisdictions with high-capacity transit will have at least one priority station area
 - Jurisdictions will provide input about their locally determined priorities



The initial list for analysis

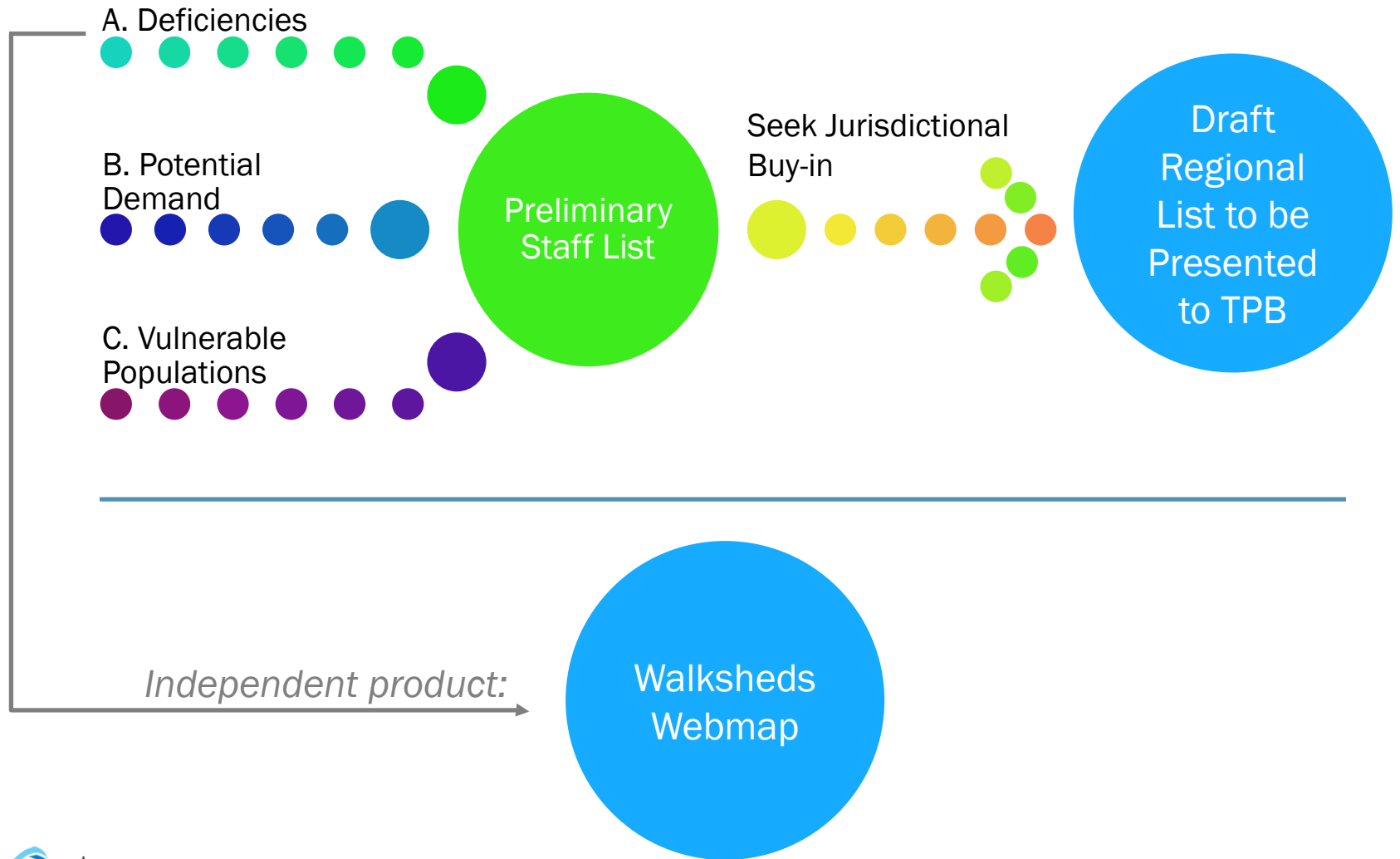
The starting list of stations met these criteria:

- High-capacity transit: Metrorail, commuter rail, BRT, light rail, streetcar
- Cutoff year of 2025
- Activity Center designation

199 stations met these criteria



Process for regional analysis

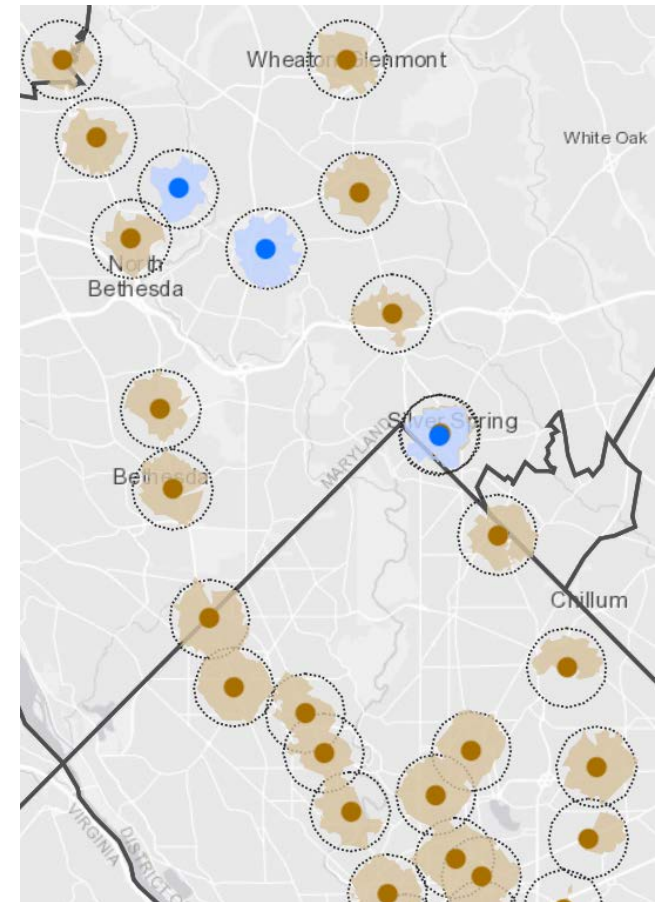


Key factors for analysis

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

Task 2: Jurisdictional Outreach

- Meet with local jurisdiction staff individually to compare the draft regional list with each jurisdiction's priorities
- Adjust the list, as appropriate



Task 3: TPB Approval

- TPB will be asked to approve a final list of bike-walk access priority station areas
- Target date: December 2019



The Ride Starts (Joe Flood, flickr.com)



Live Demo: Walksheds Webmap

vmwcog.org/maps/map-listing/walksheds-hct/

Home > Maps > Walksheds for Existing High Capacity Transit (HCT) Stations

[Print](#) [Email](#) [Share](#)

MAPS

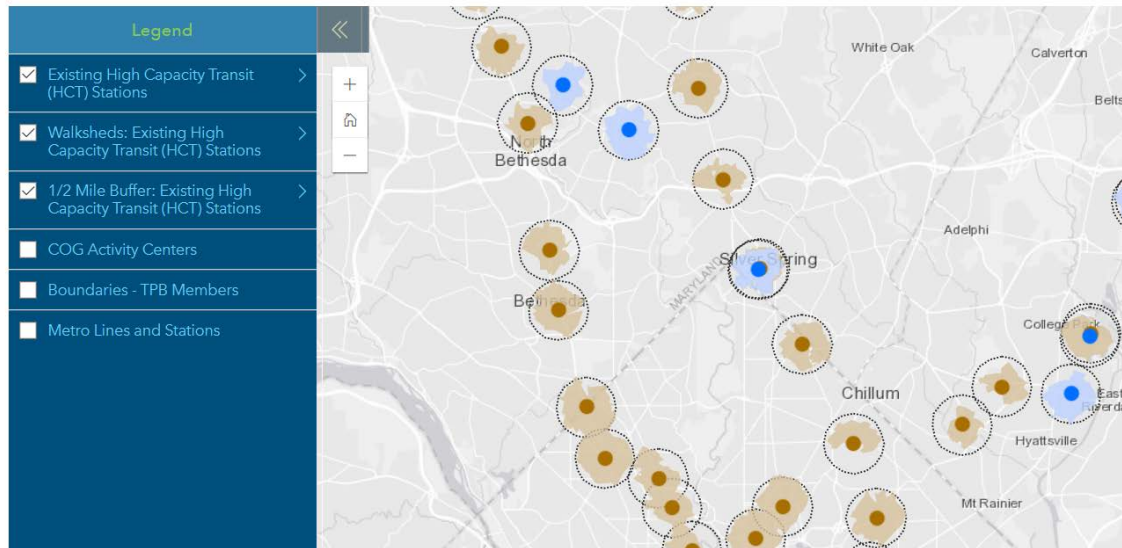
Walksheds for Existing High Capacity Transit (HCT) Stations

Jul 01, 2019



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 transit station. As the crow flies, the outer limits of a half-mile walk would form a perfect circle with the station at the center. However, this type of buffer does not typically reflect real-world conditions for walkability.

To better represent the opportunities and deficiencies in accessibility around the region's current transit stations, TPB staff developed network-based walksheds that represent the area around each High Capacity Transit (HCT) station that can be traversed with within a half-mile.



Charlene Howard

(202) 962-3384

charlene@mwcog.org

Nicole McCall

(202) 962-3341

nmccall@mwcog.org

John Swanson

(202) 962-3295

jswanson@mwcog.org

mwcog.org/tpb

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board