

# IMPROVING WALK & BIKE ACCESS TO HIGH-CAPACITY TRANSIT STATIONS

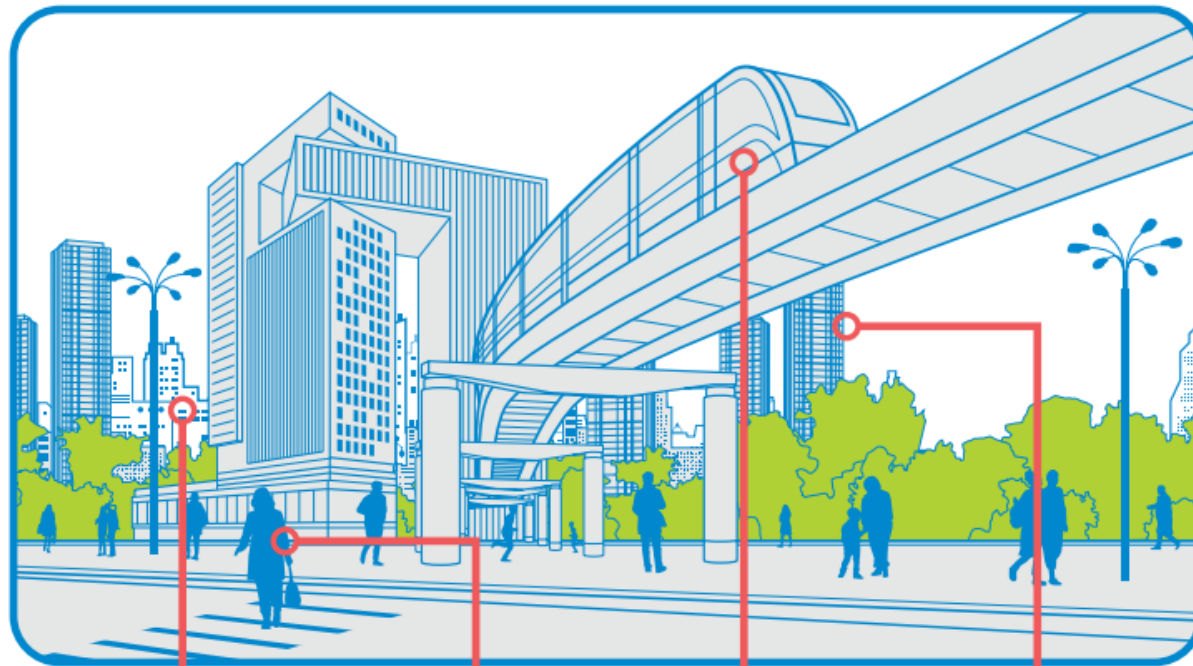
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Region Forward Coalition  
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# Transit-Oriented Communities



**Housing  
affordable at all  
income levels  
and family  
sizes**

**Expanding  
opportunity by  
co-locating  
housing, jobs,  
and amenities**

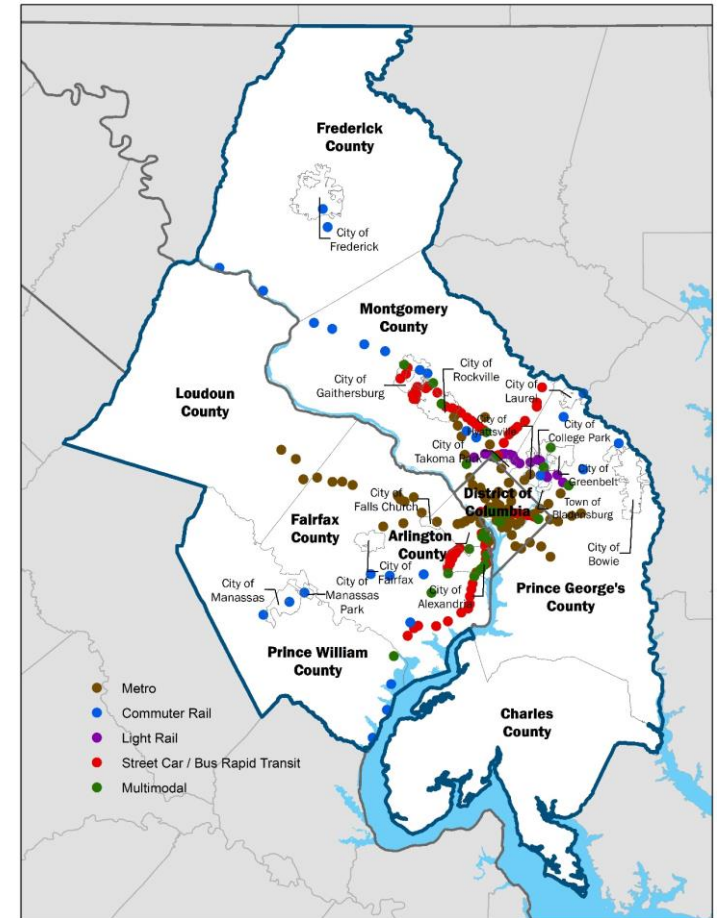
**Affordable,  
environmentally  
friendly travel  
options**

**Housing, office  
options that use  
less energy**



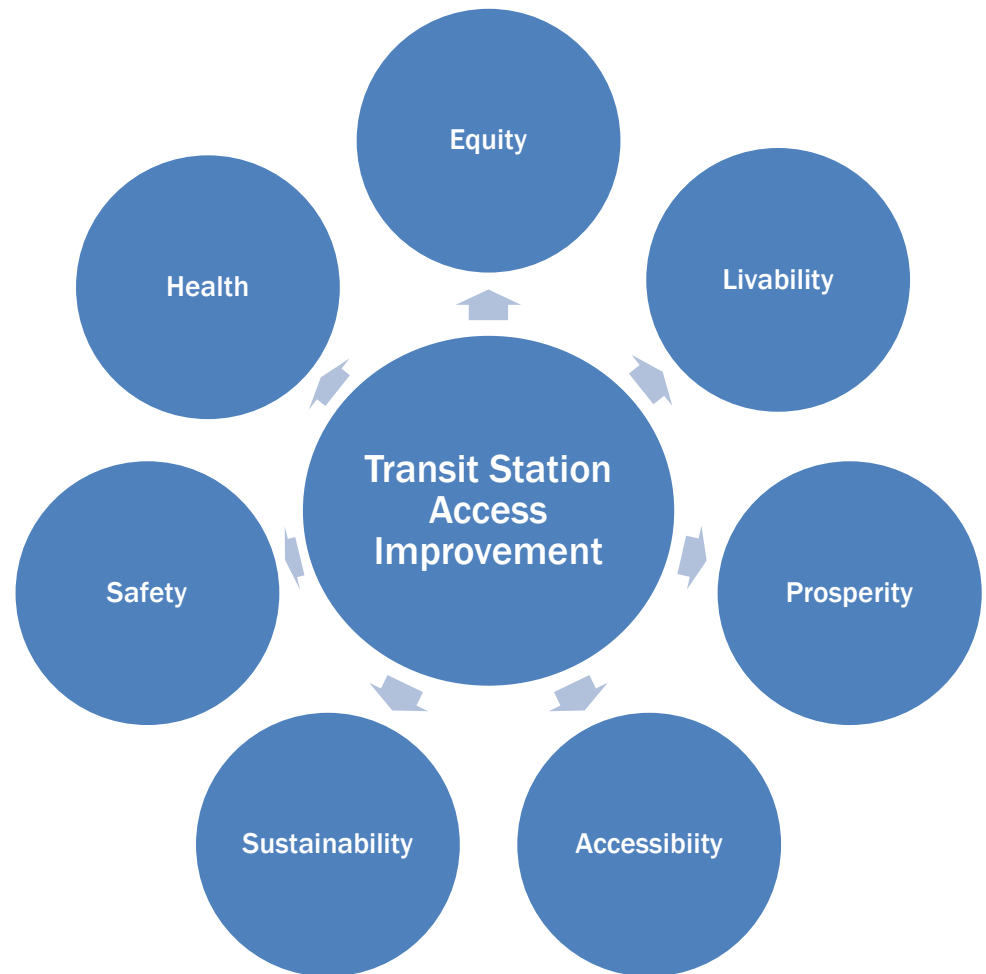
# High-Capacity Transit Station Areas (HCTs)

- 225 HCT station areas in place by 2030.
- Locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.
- Access improvements in areas served by HCT promote and catalyze the development of healthy TOCs throughout the region.



# Investing in TOCs

Transit access improvements promote the development of healthy and robust TOCs and hold the potential for significant payoff for the region's progress in achieving its goals.



# HCTs by Jurisdiction and Mode

JURISDICTION	Total	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar / BRT
City of Alexandria	21			1	4	16
Arlington County	19			8	3	8
City of College Park	5		3		2	
District of Columbia	55			34	6	15
Fairfax County	29	4		11	3	11
Frederick County	3	3				
City of Frederick	1	1				
City of Gaithersburg	6	1			1	4
City of Greenbelt	1				1	
City of Laurel	1	1				
Loudoun County	3				3	
City of Manassas	1	1				
City of Manassas Park	1	1				
Montgomery County	46	7	8	5	4	22
Prince George's County	23	4	6	12	1	
Prince William County	5	4			1	
City of Rockville	7	1			1	5
City of Takoma Park	1		1			
<b>Regional Total*</b>	<b>225</b>	<b>27</b>	<b>17</b>	<b>75</b>	<b>26</b>	<b>80</b>

\* The Greenbelt, Takoma/Langley Transit Center and Van Dorn HCTs are located on jurisdictional boundaries. The Greenbelt HCT is in the cities of Greenbelt and College Park, Takoma/Langley Transit Center HCT is in the City of Takoma Park and Prince George's County and Van Dorn Street HCT is in the City of Alexandria and Fairfax County. These stations appear in their respective jurisdictional totals but are not double counted in the regional totals. (Updated January 3, 2022)



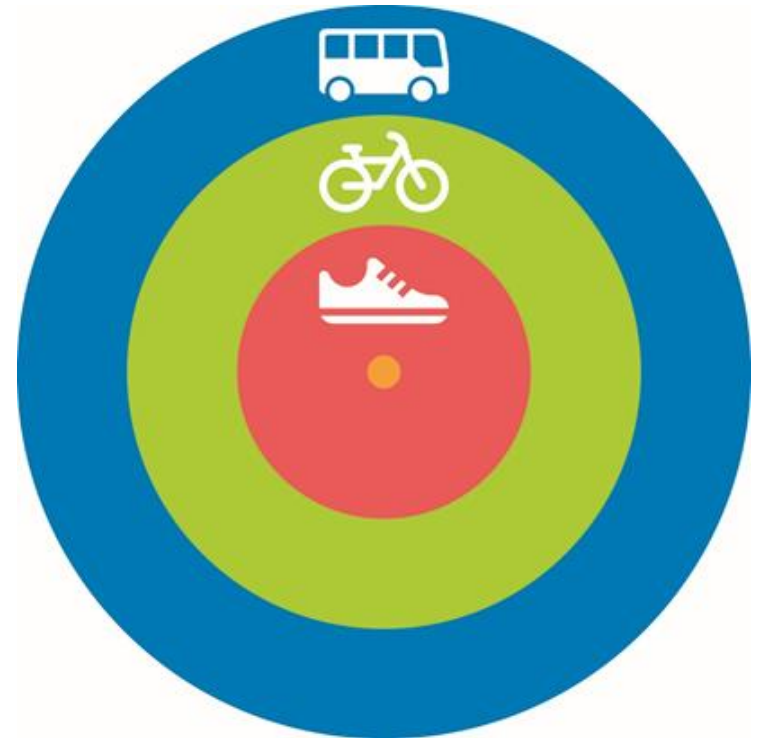
# HCTs a Key Regional Planning Concept

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- Established by COG Board in 2021—(Resolution 46-2021).
- HCTs should be prioritized for special consideration in land use and transportation planning to equitably achieve housing, accessibility, transportation, and climate change goals.
- Local governments should:
  - Commit to provide safe and convenient walk, bike, and microtransit access to HCTs.
  - Commit to completing the National Capital Trail Network to connect communities in and around HCTs.
  - Strongly consider adopting local resolutions committing to optimizing access improvements to HCTs.

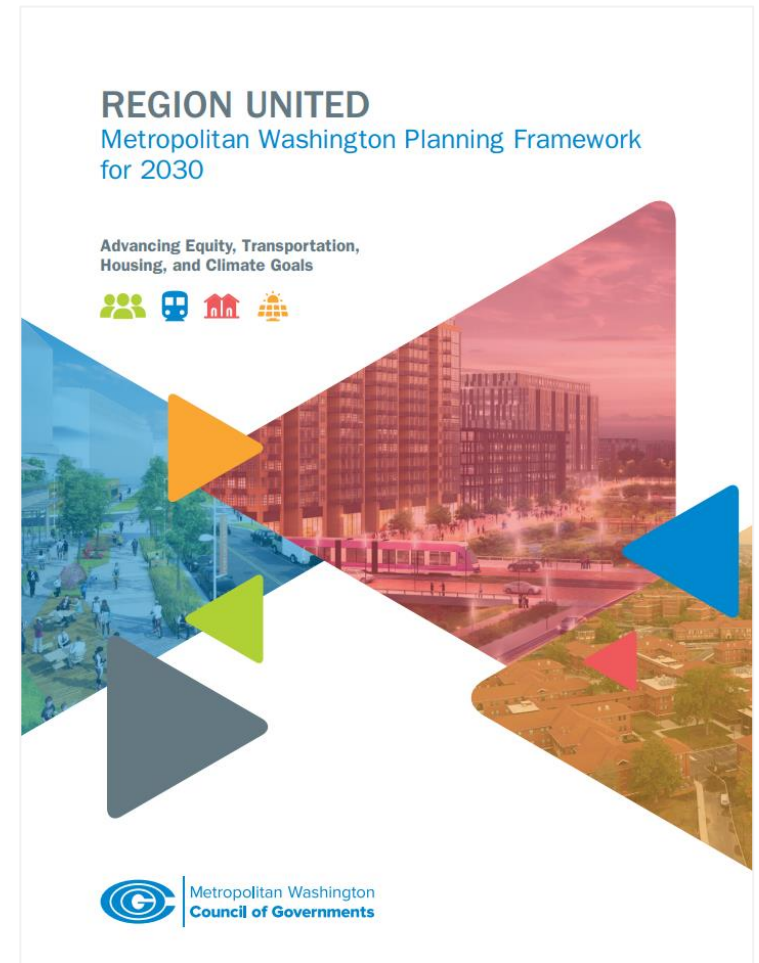
# Opportunity with HCTs

- Improvements in areas served by HCTs promote and catalyze development of TOCs.
  - Improve resident access to transit and jobs.
  - Employer access to talent.
- Make TOCs more desirable locations to live, work, and play through mixed-use development.



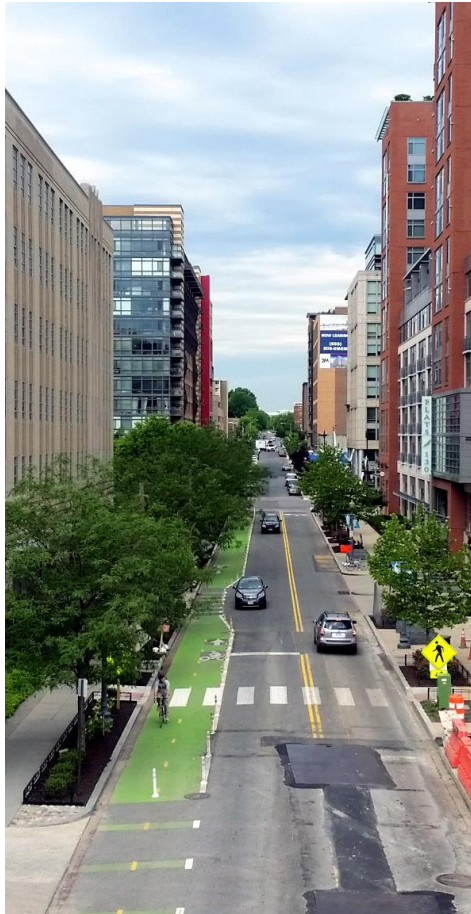
# Region United

- Planning priorities for the next decade related to equity, transit and land use, housing, and climate.
- Mixed-use, mixed-income TOCs have potential to advance all priorities in the framework.





# We've made a lot of progress improving ped/bike access



# But walking & biking to transit can still be a challenge





# But walking & biking to transit can still be a challenge



# 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...”*

# Aspiration to Implementation – The TAFA list

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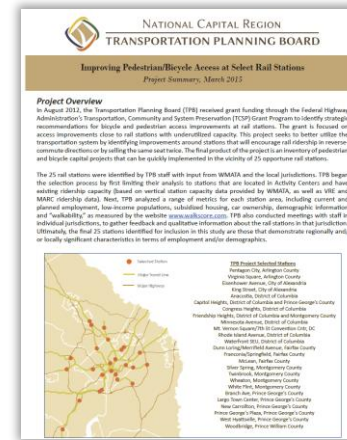
The TPB's Transit Within Reach project developed a list of Transit Access Focus Areas that were regionally prioritized for pedestrian and bicycle improvements.

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

# 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)



# Key principles

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- **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

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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

*Out of 225 HCT station areas, 208 met these baseline criteria.*

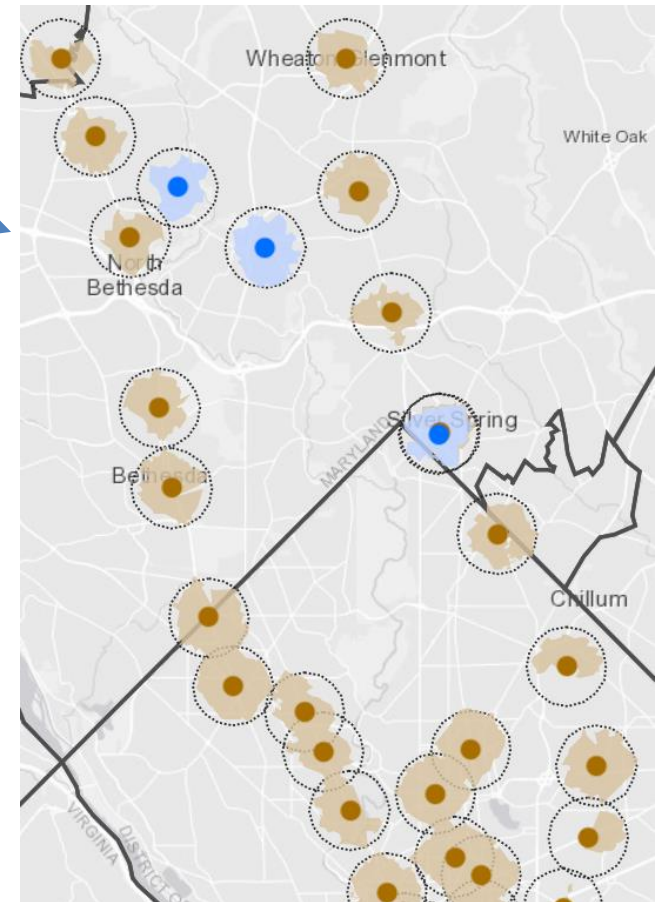


# Key factors for analysis & selection

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.*

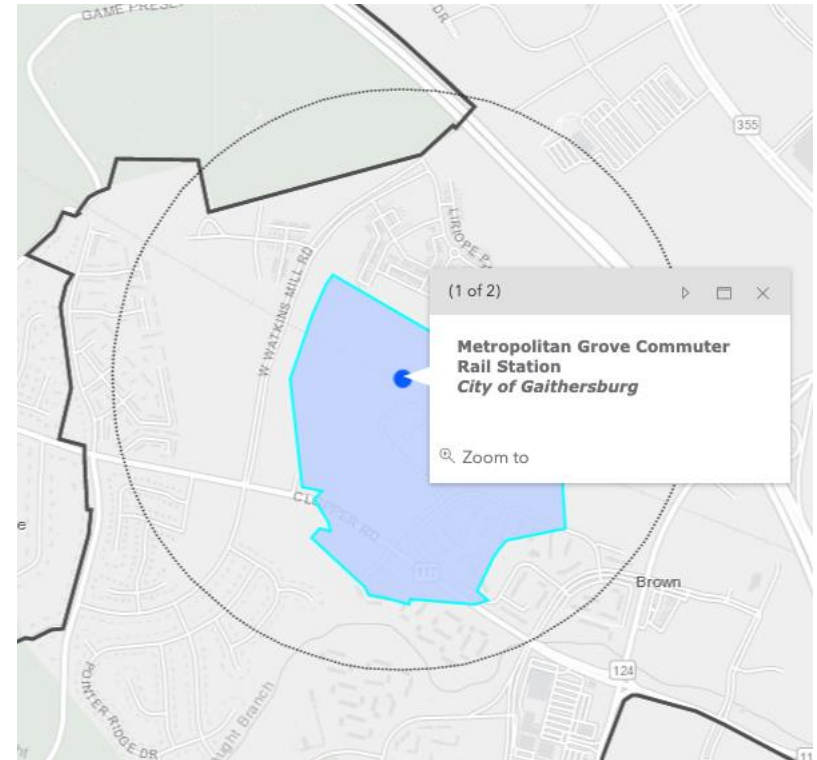
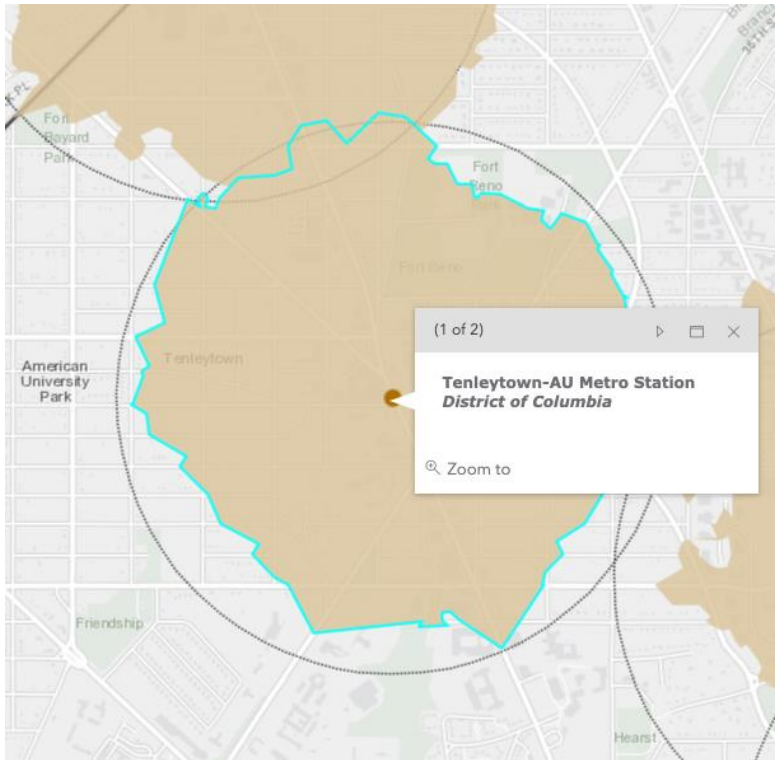
3. Where are vulnerable populations concentrated? *We identified station areas that are in Equity Emphasis Areas.*



Screenshot from the walkshed analysis

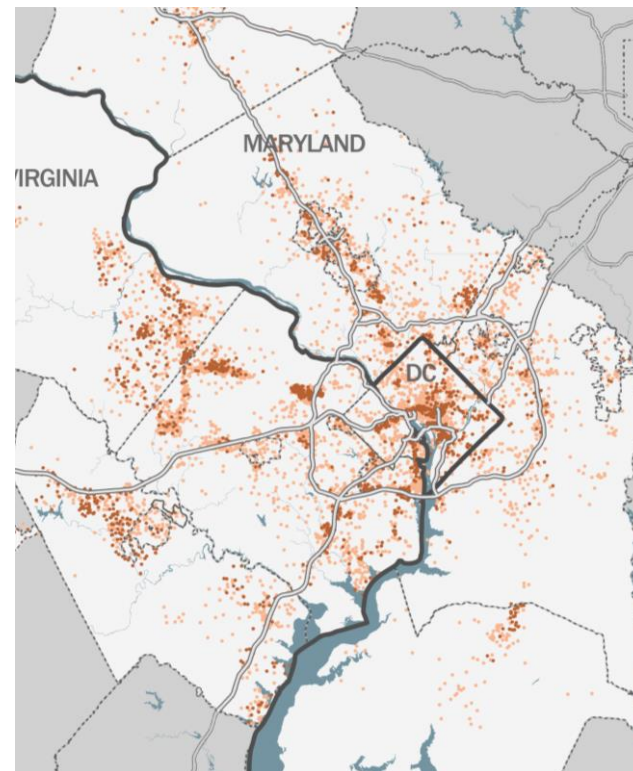
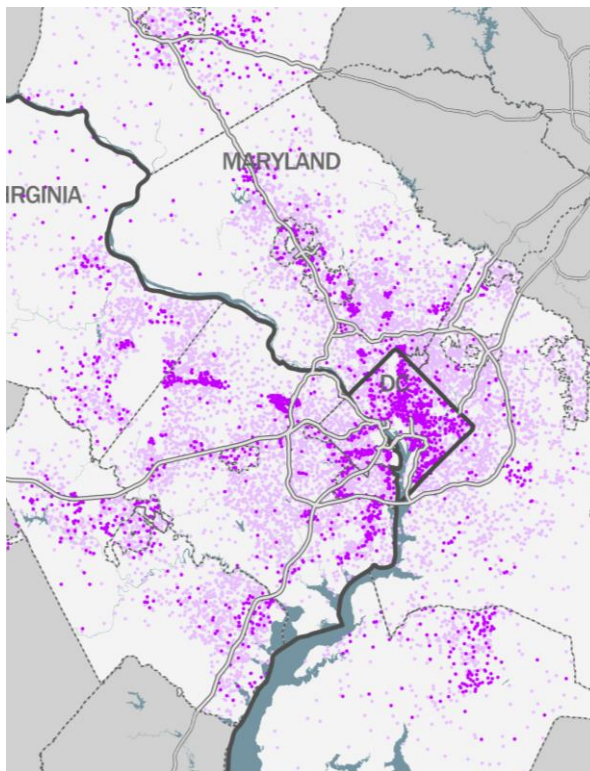
# 1. Where is walking/biking difficult?

## Walkshed analysis



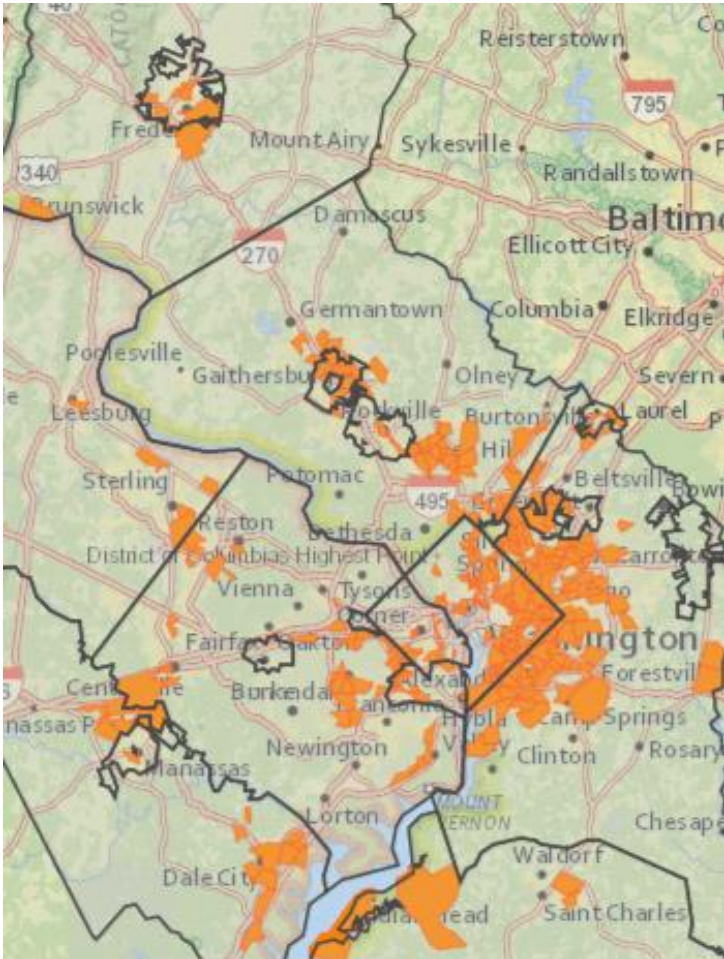
## 2. Where is there demand for walking/biking?

COG's Cooperative Forecasts of Housing and Jobs



# 3. Where are vulnerable populations concentrated?

Equity Emphasis Areas





# Process for identifying TAFAs

1. Deficiencies



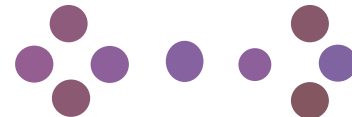
2. Potential Demand



3. Vulnerable Populations



Seek Jurisdictional Input



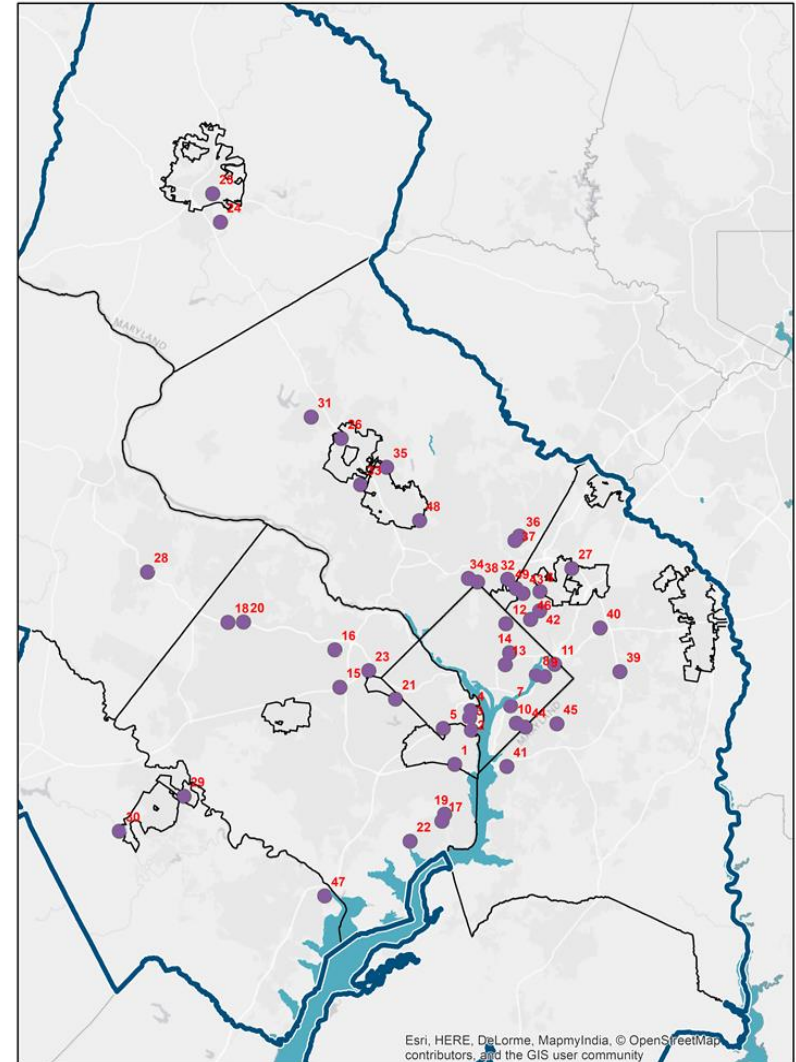
# Developing the list of TAFAs

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- 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

- 49 Transit Access Focus Areas across the TPB region
- In July 2020, the TPB adopted the list and asked TPB member jurisdictions to prioritize projects, programs, and policies that will implement improvements in the TAFAs



# TPB Programs Promoting Access to HCTs

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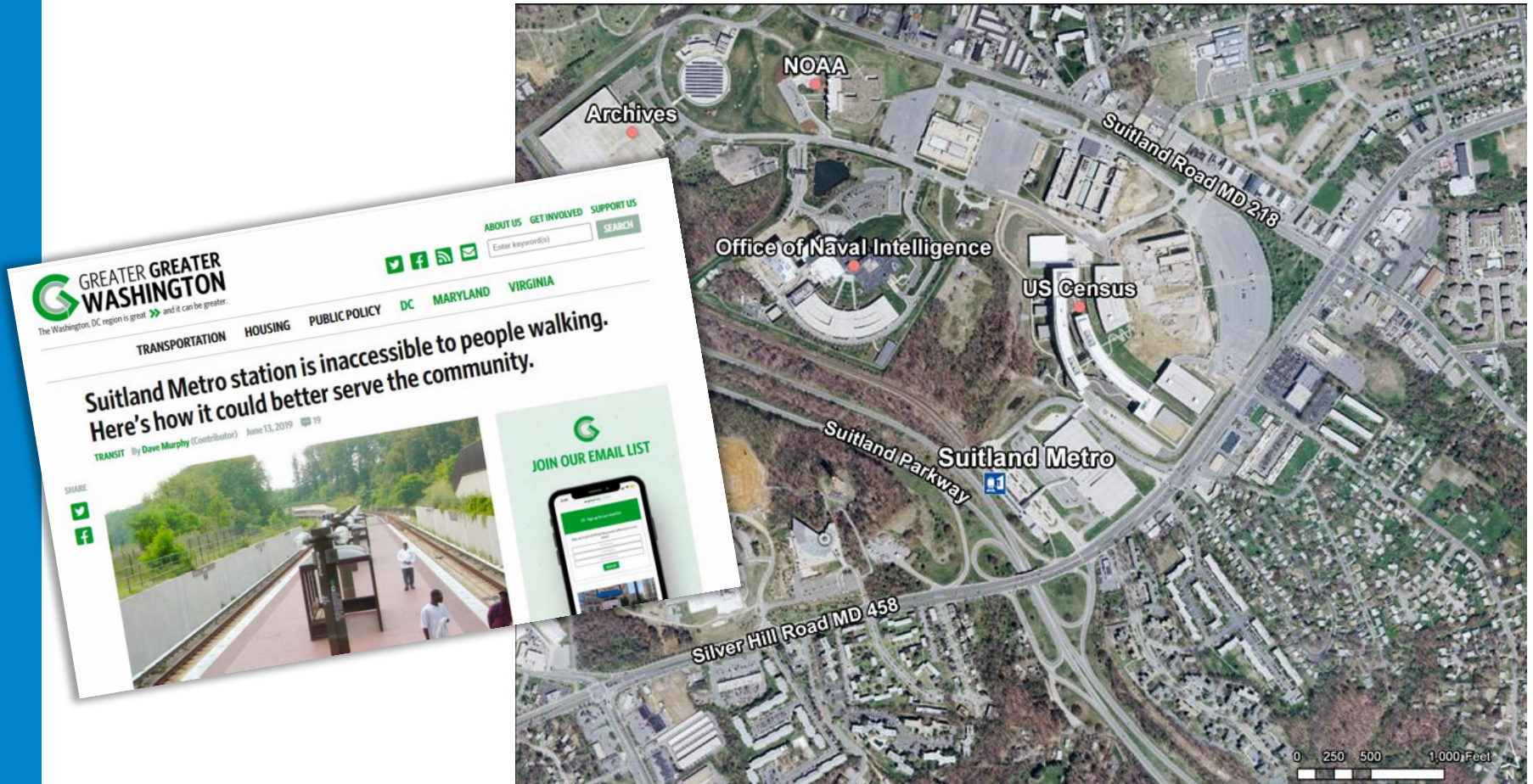
- **Transportation Land Use Connections (TLC) Program**
  - Supports local planning for mixed-use, walkable communities
  - 167 projects funded since 2007
- **Transit Within Reach Program**
  - Explicitly focused on design and preliminary engineering for bike and walk connections to high-capacity transit
  - 3 projects funded in program's inception in 2021
- **Transportation Alternatives Set-Aside Program (TAP)**
  - Federal grants for design and construction of infrastructure for walking and biking
  - TPB receives annual suballocations through each state DOT



# Transit Within Reach Program Current Projects



# Suitland Metro Station Area





# Neighborhoods Near Suitland Metro



# Transit Within Reach Project in Suitland

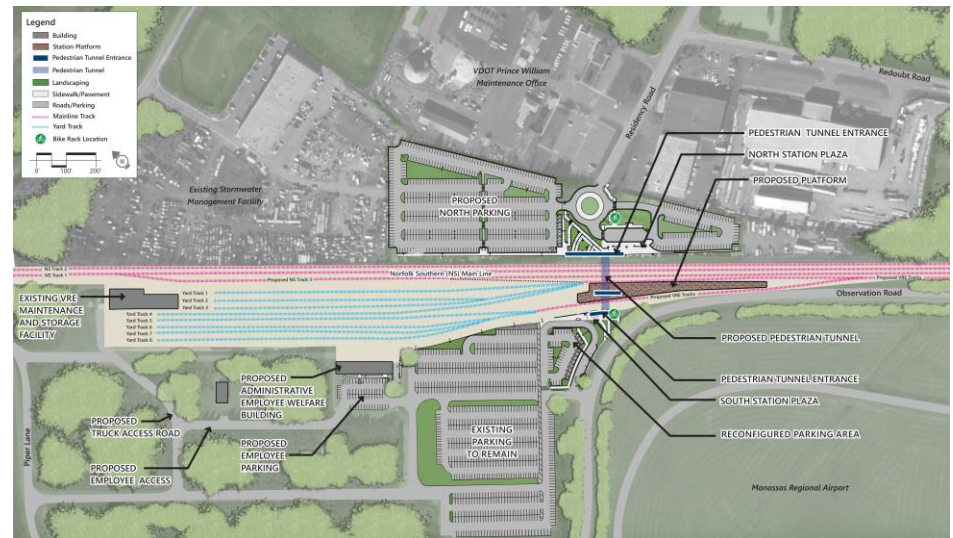
- 30% design for a suite of ped/bike improvements near the Suitland Metrorail Greenline station
- Nearly a quarter of household do not have access to a car.
- Roadway safety problems are notorious





# Manassas VA: TWR Project

- Preliminary design for a shared-use path connection to the Broad Run station of Virginia Railway Express (VRE)
- Supporting future development around Commuter Rail
- Small funding for this path will enhance a major capital investment in a new station entrance



# Germantown MD: TWR Project

- Preliminary engineering for the Walter Johnson Road shared-use path to the Germantown MARC commuter rail station
- Ridership growth is constrained by parking availability
- Connections to newly expanded/planned ped/bike projects in Germantown





A group of diverse pedestrians walking on a city sidewalk. The text "THANK YOU" is overlaid in large white letters. The scene is outdoors, likely in an urban setting, with a crosswalk visible in the foreground. The pedestrians include a man in a purple shirt, a woman in a black top, a woman in a light blue shirt and white pants, a woman in a grey long-sleeve shirt and blue jeans, a woman in a dark blue dress and white cardigan, and a man in a white polo shirt and red shorts. The background shows a black metal fence and some greenery.

**THANK YOU**

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