

Washington Metropolitan Area Transit Authority

## Connecting Communities through Walkable Station Areas

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TPB Technical Advisory Committee  
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## Agenda

- Metro's Connecting Communities Key Performance Indicator (KPI)
- Walkshed Research
- Station Area Strategic Investment Plan

2



**M metro** Why Connecting Communities Matters


- Access to Metro means access to opportunity
- Concentrating growth near transit maximizes use of regional infrastructure
- Connecting communities to transit attracts more ridership
- More ridership contributes to lower carbon footprints

4



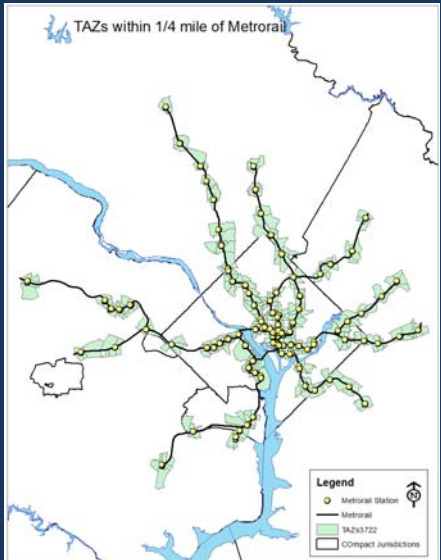
## How Does this KPI Operate? Three Pathways

<h3>Grow Near Transit</h3>	<h3>Expand Transit</h3>	<h3>Improve Access to Your Stations</h3>
<ul style="list-style-type: none"> <li>Transit-oriented development</li> <li>Zoning</li> <li>Planning</li> </ul>	<ul style="list-style-type: none"> <li>Expand bus routes</li> <li>Build new Metrorail lines and stations</li> </ul>	<ul style="list-style-type: none"> <li>Fix pedestrian barriers</li> <li>Build paths and sidewalks</li> </ul>
		



## Growing Near Transit

TAZs within 1/4 mile of Metrorail

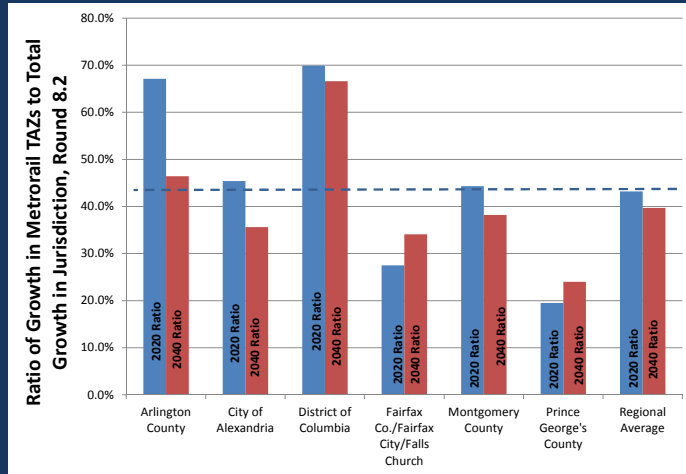


**Legend**

- Metrorail Station
- Metrorail
- TAZs 3722
- Compact Jurisdictions



## Measuring Growth Near Transit



## Re-Defining Station Walk Sheds

- Defined as walking distance:
  - ½ mile from rail station
- Accounts for actual network – not as crow flies





## Where Can I Really Walk?

### Rosslyn

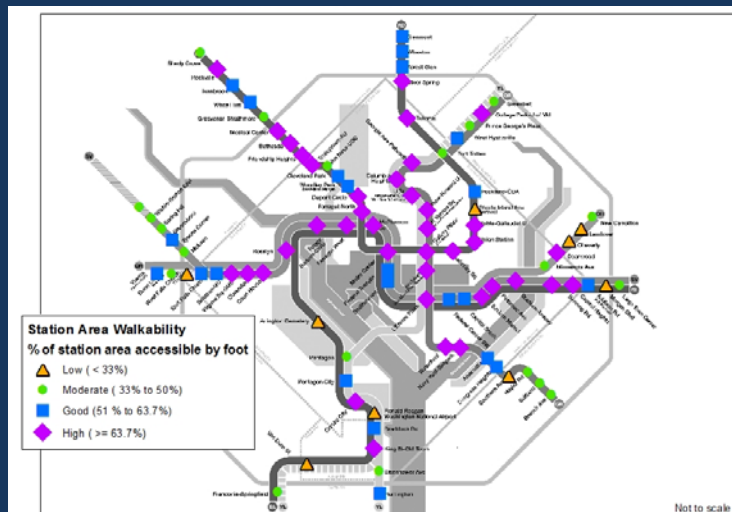
- Include each station entrance
- Remove non-developable land from the station area: parks, water, cemeteries, etc.
- Include trails outside of road network commonly used for station access



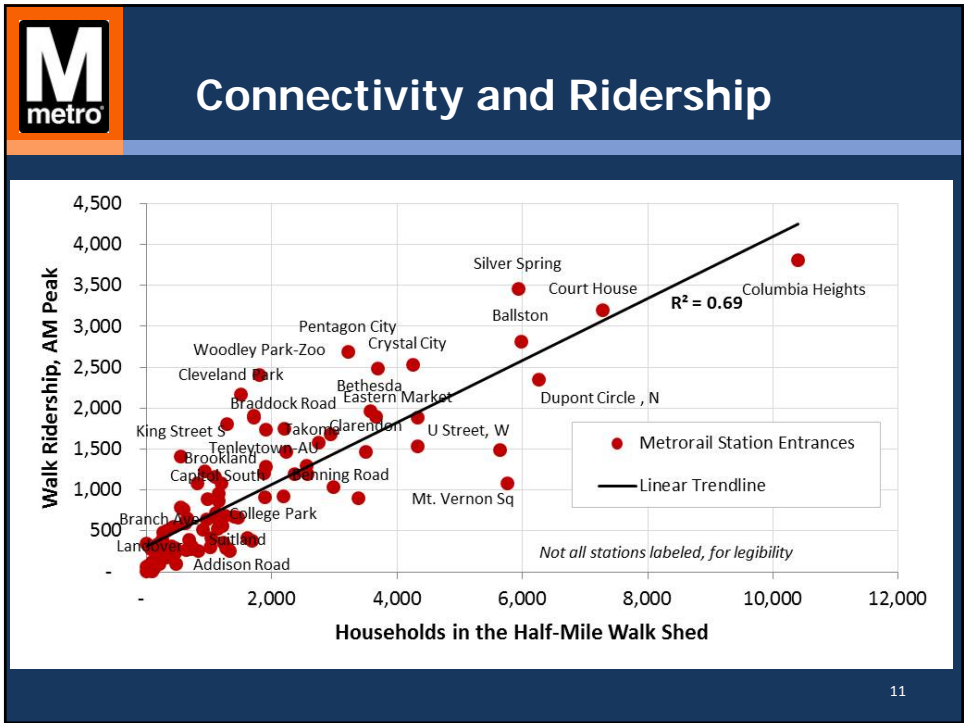
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## Results, Walk Shed Coverage



10



**M metro** **Land Use and Ridership Connection: Making the Case**

- Land use near transit directly results in walk ridership at Metro rail stations

**Ridership = 7 Trips/ 10 Households**

12



## Residential Access: Southern Avenue (DC/MD)

Existing Shed



Shed with Connection

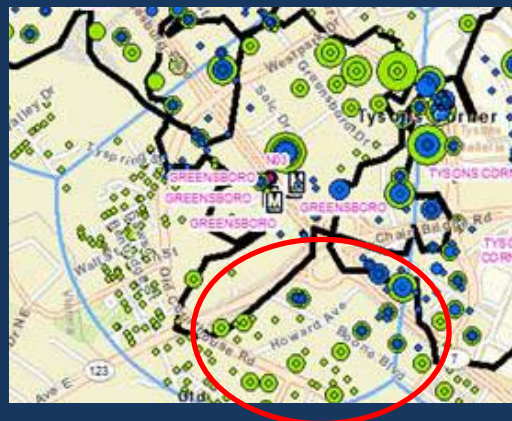


13



## Jobs Access: Greensboro (VA)

- No access along Route 7 south of Route 123
- 4,800 jobs within ½ mile of station, but outside shed
- 1,000 potential trips per day
- \$875K in potential annual revenue



14



## Station Area Strategic Investment Plan

- Build off TCSP, include all 91 stations
- Estimate costs
- Prioritize projects
- Create interactive map



15



## Prioritization Criteria

- Safety
- Walk shed/ ridership growth
- Directness
- Feasibility/ cost
- Access & equity



16





## Next Steps – Help Wanted!

- *Spring:* Project kick-off and “road shows”
- *Summer/ Fall:* Identify and prioritize projects
- *Winter:* Local review of prioritized projects; Launch wiki site

### Van Dorn Station

