UDA Needs Profile: Tysons Corner

Tysons Corner is located in Fairfax County, surrounded by the town of McLean to the east and Vienna on the west along I-495, the Dulles Toll Road, Route 7, and Route 123.

Location Characteristics

PDC – Northern Virginia Regional Commission
UDA Size – 3.4 square miles
Year Designated – 2013

Comprehensive Plan Detail - Tysons Corner is the Urban Development Area (UDA) for Fairfax County. The Tysons Corner land use plan is consistent with the UDA requirements for minimum densities and intensities for development, the appropriate planning horizon for Fairfax County, inclusion of principles of traditional neighborhood design, and incentives for development. The vision for Tysons is grounded in a set of guiding planning principles that includes transforming Tysons from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, as well as attracting mixed use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

<table>
<thead>
<tr>
<th>Total Population</th>
<th>19,184 persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Primary Jobs</td>
<td>93,484 jobs</td>
</tr>
</tbody>
</table>

Jobs by Industry

- Professional, Scientific, and Technical: 47%
- Other: 53%

Total Jobs by Earnings

- <= $15,000 per year: 8%
- $15,000-$39,996 per year: 15%
- > $39,996 per year: 76%

Jobs Within a 45 Minute Drive

- Tysons Corner: 985,444
- Working Age Population Within a 45 Minute Drive: 691,272

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 1,081,699
- 2025: 1,224,054
### Future Transportation Needs

#### Internal UDA Needs

**High**
- Roadway Capacity/Infrastructure
- Transit Frequency
- Transit Operations
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Signage/Wayfinding

**Moderate**
- Traffic Calming

#### External UDA Needs

**High**
- Roadway Capacity/Infrastructure
- Roadway Operations
- Transit Frequency
- Transit Operations
- Transit Capacity/Access
- Transit Facilities
- Street Grid
- Bicycle Infrastructure

- Pedestrian Infrastructure
- Complete Streets
- Safety Features
- Intersection Design
- Signage/Wayfinding
- Improvements to the Natural Environment

### Existing Internal Needs Gap (% shortfall)

**Transportation system gap by need category** (represents the gap to fully promote UDA)

![GAP Diagram]

### Highest Rated Overall Needs within UDA

Localities ranked **transportation needs** within their UDAs (1 being the highest need, to 4 the lowest)

- Access to transportation networks beyond the UDA
- Friendly pedestrian and bicycle environment

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.
UDA Needs Profile: Herndon UDA

The Town of Herndon, located in Fairfax County, designated its entire town as an Urban Development Area (UDA) in 2016. In 2008, the Regional Corridor Mixed Use area was also designated as a UDA, which is part of Dulles Corridor Metrorail Phase Two Transportation Improvement District.

Location Characteristics

- **PDC** – Northern Virginia Regional Commission
- **UDA Size** – 4.29 square miles
- **Year Designated** – 2008 and 2016, respectively.

Comprehensive Plan Detail - Herndon's 2012 Amended Comprehensive Plan designates land within town's Regional Corridor Mixed Use area as the Metrorail Urban Development Area (UDA). The UDA is part of the land included in the Dulles Corridor Metrorail Phase Two Transportation Improvement District for the Herndon Metrorail station, which will connect the area with both Washington, DC and Dulles Airport. The Metrorail Station UDA conforms to Virginia Code requirements concerning areas for growth with new urbanist development. The UDA identifies where higher density, transit oriented development is appropriate.

Geographic Location

Socio-Economic Characteristics

**UDA Characteristics:** (Source: Town of Herndon Metrorail Station Area Study)

- **Total Population** – 24,446 persons
- **Total Primary Jobs** – 15,889 jobs

Jobs by Industry

- 54% Professional, Scientific, and Technical Services
- 27% Wholesale Trade
- 10% Information
- 9% Other Jobs

Total Jobs by Earnings

- <= $15,000 per year: 12.7%
- $15,000-$39,996 per year: 20.9%
- > $39,996 per year: 66.4%

**Jobs Within a 45 Minute Drive**

- 419,415

**Working Age Population Within a 45 Minute Drive**

- 232,361

Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:

- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 1,081,699
  - 2025: 1,224,054
  - 13% Growth
### Urban Development Areas – Herndon Town

**Current Place Type - Medium Town or Suburban Center**

**Planned Place Type - Urban Core**

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

#### Future Transportation Needs

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td>✓ Roadway Capacity/Infrastructure Improvements</td>
</tr>
<tr>
<td>✓ Roadway Operations</td>
<td>✓ Roadway Operations</td>
</tr>
<tr>
<td>✓ Transit Frequency/Capacity/Access</td>
<td>✓ Transit Frequency/Capacity/Access</td>
</tr>
<tr>
<td>✓ Transit Facilities/Amenities</td>
<td>✓ Transit Facilities/Amenities</td>
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<tr>
<td>✓ Street Grid/Intersection Design</td>
<td>✓ Street Grid/Intersection Design</td>
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<tr>
<td>✓ Bicycle/Pedestrian Infrastructure</td>
<td>✓ Bicycle/Pedestrian Infrastructure</td>
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<td>✓ Complete Streets/Traffic Calming</td>
<td>✓ Complete Streets/Traffic Calming</td>
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<td>✓ Safety Features/Signage/Wayfinding</td>
<td>✓ Safety Features/Signage/Wayfinding</td>
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<tr>
<td>✓ Off-Street Parking Capacity</td>
<td>✓ Off-Street Parking Capacity</td>
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<tr>
<td><strong>Moderate</strong></td>
<td>✓ Transit Operations</td>
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<tr>
<td>✓ On-Street Parking Capacity</td>
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</table>

#### Existing Internal Needs Gap (% shortfall)

**Transportation system** gap by need category (represents the gap to fully promote UDA)

<table>
<thead>
<tr>
<th>GAP</th>
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<tbody>
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<th>Roadway Network</th>
<th>Transit Network</th>
<th>Connections Between Modes</th>
<th>Parking</th>
<th>Streetscaping</th>
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</tbody>
</table>

#### Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

- Safety for all users
- Circulation and access within the UDA
- Access to transportation networks beyond the UDA
- Friendly pedestrian and bicycle environment
UDA Needs Profile

The City of Manassas designated its entire City limits as a UDA in 2013. Manassas is located adjacent to Prince William County and is served by I-66, U.S. 29, VA State Route 234 and 28.

Location Characteristics

PDC – Northern Virginia Regional Commission
UDA Size – 9.9 square miles
Year Designated – 2013

Comprehensive Plan Detail - The Manassas 2013 Comprehensive Plan notes that it meets the requirements for Urban Development Areas (UDAs) including, but not limited to, the plans and policies set forth in the City’s adopted Sector Plans. The plan’s land use goal states that Manassas will maintain its existing pattern of residential, commercial, and open space land uses, emphasize improved design principles, promote mixed uses compatible with existing neighborhoods, accommodate high quality infill and redevelopment where appropriate, and reinforce the unique and positive qualities of diverse neighborhoods.

Geographic Location -

Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

- Total Population – 37,821 persons
- Total Primary Jobs – 12,032 jobs

Jobs by Industry

- Retail Trade: 13%
- Professional, Scientific, and Technical Services: 12%
- Educational Services: 11%
- Other: 64%

Total Jobs by Earnings

- <= $15,000 per year: 18%
- $15,000-$39,996 per year: 33%
- > $39,996 per year: 48%

Jobs Within a 45 Minute Drive

- 98,834

Working Age Population Within a 45 Minute Drive

- 145,854

Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)

- 2010: 37,821
- 2025: 44,230

2010

2025
Urban Development Areas – City of Manassas

Current Place Type - Medium Town or Suburban Center

Planned Place Type - Large Town or Suburban Center

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
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<tbody>
<tr>
<td><strong>High</strong></td>
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<tr>
<td>✓ Roadway Capacity/Infrastructure</td>
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<tr>
<td>✓ Transit Facilities</td>
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<tr>
<td>✓ Safety Features</td>
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</tbody>
</table>

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

Safety for all users

Friendly pedestrian and bicycle environment
UDA Needs Profile: Suburban Policy Area

Loudoun County has one UDA, the Suburban Policy Area, located in the eastern part of the County. The area is defined on the north by the Potomac River and on the South by Braddock Road.

Location Characteristics

- **PDC:** Northern Virginia Regional Commission
- **UDA Size:** 93.3 square miles
- **Year Designated:** 2011

**Comprehensive Plan Detail:** As the primary location for suburban-scale residential and nonresidential development, the manner of growth and redevelopment in the Suburban Policy Area is of vital importance. The Plan anticipates that there will be four distinct communities within the Suburban Policy Area, separated from one another by associated Green Infrastructure components and major roads. The Plan introduces the concept of Community Plans that will guide the remaining build-out of Ashburn, Dulles, Potomac, and Sterling. The County’s goal is that the principles of Smart Growth and revitalization will guide the build-out and revitalization of the Suburban Policy Area.

**Geographic Location**

- [Map of Loudoun County showing the Suburban Policy Area](image)

Socio-Economic Characteristics

**UDA Characteristics:** (Source: LEHD, 2010)
- **Total Population:** 212,832 persons
- **Total Primary Jobs:** 91,439 jobs

**Jobs by Industry**

- Professional, Scientific, Technical Services: 15%
- Construction: 13%
- Retail Trade: 10%
- Other Jobs: 62%

**Jobs by Earnings**

- <= $15,000 per year: 14.20%
- $15,000-$39,996 per year: 55.17%
- > $39,996 per year: 30.63%

**Jobs Within a 45 Minute Drive**

- 75,422

**Working Age Population Within a 45 Minute Drive**

- 117,518

**Jurisdiction Characteristics:**

- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 312,311
  - 2025: 438,589
  - **Growth Rate:** 40.4%
### Internal UDA Needs

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>✓ Roadway Capacity/Infrastructure</td>
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<tr>
<td>✓ Bicycle Infrastructure</td>
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<tr>
<td>✓ Pedestrian Infrastructure</td>
<td>✓ Transit Operations</td>
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<tr>
<td>✓ Street Grid</td>
<td>✓ Transit Frequency</td>
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<td>✓ Transit Frequency</td>
<td>✓ Transit Facilities</td>
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<tr>
<td>✓ Transit Capacity</td>
<td>✓ Bicycle Infrastructure</td>
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</table>

### External UDA Needs

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<tbody>
<tr>
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<td>✓ Intersection Design</td>
</tr>
</tbody>
</table>

### Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

![GAP chart](chart-url)

### Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

- Safety for all users
- Access to transportation networks beyond the UDA

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.
UDA Needs Profile: All UDAs

The City of Fairfax designated areas shown as mixed use on the Comprehensive Plan Future Land Use Map as Designated Growth Areas. These areas include Old Town Fairfax and its immediate surroundings, and the “centers” along Fairfax Boulevard (Kamp Washington, Northfax, and Fairfax Circle).

**Location Characteristics**

- **PDC**: Northern Virginia Regional Commission
- **UDA Size**: 0.35 square miles
- **Year Designated**: 2015

**Comprehensive Plan Detail** - Areas of the City designated as mixed use on the Future Land Use map are found to meet the intent of the Code of Virginia, §15.2-2223. The mixed use category supports a combination of commercial, residential, and institutional development to be tailored to specific site conditions and transition needs. The capacity and functionality of the City’s infrastructure are of critical importance to future land use. This infrastructure includes the vehicle and pedestrian networks as well as elements such as lighting, parks, public signage and storm water management facilities.

**Geographic Location**

**Socio-Economic Characteristics**

**UDA Characteristics** (Source: LEHD, 2010)

- **Total Population**: 3,161 persons
- **Total Primary Jobs**: 1,276 jobs

**Jobs by Industry**

- Retail Trade: 31%
- Accommodation and Food Services: 36%
- Administration and Support: 8%
- Other Jobs: 25%

**Total Jobs by Earnings**

- <= $15,000 per year: 49%
- $15,000-$39,996 per year: 36%
- > $39,996 per year: 16%

**Jobs Within a 45 Minute Drive**

- 898,543

**Working Age Population Within a 45 Minute Drive**

- 1,202,876

**Jurisdiction Characteristics**

- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 22,565
  - 2025: 24,730
  - 9.6%
Urban Development Areas – Fairfax City

Current Place Type - Small Town or Suburban Center

Planned Place Type - Urban Center

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

<table>
<thead>
<tr>
<th>Internal UDA Needs</th>
<th>External UDA Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High</strong></td>
<td><strong>High</strong></td>
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<tr>
<td>✓ Bicycle Infrastructure</td>
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<tr>
<td><strong>Moderate</strong></td>
<td><strong>Moderate</strong></td>
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<tr>
<td>✓ Roadway Operations</td>
<td>✓ Transit Operations</td>
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<tr>
<td>✓ Roadway Capacity</td>
<td>✓ Transit Facilities</td>
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<tr>
<td>✓ Transit Frequency</td>
<td>✓</td>
</tr>
<tr>
<td>✓ Transit Capacity</td>
<td>✓</td>
</tr>
</tbody>
</table>

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

![Bar Chart](image)

Highest Rated Overall Needs within UDA

Locality ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

- Safety for all users
- Circulation and access within the UDA
- Friendly pedestrian and bicycle environment
UDA Needs Profile: All UDAs

Arlington County designated a total of seven UDAs in 2015, including Rosslyn-Ballston, Jefferson Davis corridor, Columbia Pike corridor, Lee Highway/Cherrydale Revitalization District, Shirlington Planned Development Site Plan, Nauck Village Center, and the East Falls Church Neighborhood Center District.

Location Characteristics

- **PDC:** Northern Virginia Regional Commission
- **UDA Size:** 8 square miles
- **Year Designated:** 2011
- **Comprehensive Plan Detail:** The following areas in Arlington County’s General Land Use Plan comply with Virginia Code §15.2-2223.1: Rosslyn-Ballston, Jefferson Davis and Columbia Pike corridors, Lee Highway/Cherrydale Revitalization District, Shirlington Planned Development Site Plan, Nauck Village Center, and Urban Development Areas PLA-6078 East Falls Church Neighborhood Center District.

Geographic Location

![Map of Urban Development Areas in Arlington County](image)

Socio-Economic Characteristics

**UDA Characteristics: (Source: LEHD, 2010)**

- **Total Population:** 160,683 persons
- **Total Primary Jobs:** 14,858 jobs

![Jobs by Industry Pie Chart](image)

![Total Jobs by Earnings Bar Chart](image)

**Jobs Within a 45 Minute Drive**

- **338,860**

**Working Age Population Within a 45 Minute Drive**

- **582,837**

*Source: EPA Smart Location Database (U.S. Census tract data)*

**Jurisdiction Characteristics:**

**Population Growth:** (Source: Weldon Cooper Center)

- **2010:** 207,627
- **2025:** 203,757

*Current Weldon Cooper Center, Arlington County, and U.S. Census Bureau 2014 population estimates show continued growth in Arlington County. Local data projections, adopted as part of MWCOG Cooperative Forecast, show that Arlington County will have a population of 258,700 in 2025.*
### Future Transportation Needs

#### Internal UDA Needs

<table>
<thead>
<tr>
<th>Level</th>
<th>Needs</th>
</tr>
</thead>
</table>
| High   | ✓ Bicycle Infrastructure  
✓ Transit Frequency  
✓ Transit Operations  
✓ Transit Capacity  
✓ Transit Facilities |
| Moderate | ✓ Roadway Operations  
✓ Street Grid  
✓ Complete Streets  
✓ Safety features  
✓ Traffic Calming |

#### External UDA Needs

<table>
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<th>Level</th>
<th>Needs</th>
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| High   | ✓ Transit Frequency  
✓ Transit Operations  
✓ Transit Capacity  
✓ Transit Facilities |
| Moderate | ✓ Safety Features  
✓ Roadway Operations  
✓ Street Grid  
✓ Bicycle Infrastructure  
✓ Pedestrian Infrastructure  
✓ Complete Streets |

#### Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

- Transit enhancements
- Circulation and access within the UDA
- Friendly pedestrian and bicycle environment

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.
UDA Needs Profile

The City of Falls Church, located in the northern part of the Commonwealth, designated its entire city boundaries as an Urban Development Area (UDA) in 2016. The city is bounded by the I-66 to the north, the I-495 to the west and U.S. Route 29 to the south. State Route 7 bisects the entirety of the city.

**Location Characteristics**

- **PDC** – Northern Virginia Regional Commission
- **UDA Size** – 2.05 square miles
- **Year Designated** – 2016

**Comprehensive Plan Detail**

The entirety of the City of Falls Church is designated as an Urban Development Area (UDA) in accordance with Code of Virginia 15.2-223.1 which allows project prioritization by the Commonwealth Transportation Board in accordance with Code of Virginia 33.2-214.1. The City meets the criteria for incorporating traditional neighborhood design. This includes recommendations for pedestrian-friendly road design, interconnection of new local streets with existing local streets and roads, connectivity of road and pedestrian networks, preservation of natural areas, mixed-use neighborhoods with affordable housing, reduction of front and side yard building setbacks, and reduction of subdivision street widths and turning radii at subdivision street intersections.

**Geographic Location**

![Geographic Location Image]

**Socio-Economic Characteristics**

**UDA Characteristics** (Source: LEHD, 2010)

- **Total Population** – 12,332 persons
- **Total Primary Jobs** – 8,198 jobs

**Jobs by Industry**

- Health Care and Social Assistance: 57%
- Professional, Scientific, and Technical Services: 21%
- Waste Management and Remediation: 11%

**Total Jobs by Earnings**

- <= $15,000 per year: 18.5%
- $15,000-$39,996 per year: 32.0%
- > $39,996 per year: 49.5%

**Jobs Within a 45 Minute Drive**

- 2,530,842

**Working Age Population Within a 45 Minute Drive**

- 3,243,295

**Jurisdiction Characteristics**

- **Population Growth** (Source: Weldon Cooper Center)
  - 2010: 12,332
  - 2025: 14,168
  - 14.9%
Urban Development Areas – Falls Church

Current Place Type - Medium Town

Planned Place Type – Medium Town

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

**High**
- Transit frequency
- Transit facilities
- Street grid
- Bicycle infrastructure
- Pedestrian infrastructure
- Complete streets
- Intersection design

**Moderate**
- Roadway operations
- Transit operations
- Safety features
- On-street parking
- Off-street parking
- Signage/wayfinding
- Improvements to the natural environment

External UDA Needs

**High**
- Transit frequency
- Transit operations
- Transit facilities
- Street grid
- Complete streets

**Moderate**
- Pedestrian infrastructure
- Safety features
- On-street parking
- Off-street parking
- Intersection design
- Traffic calming features

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)

Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

- Safety for all users
- Circulation and access within the UDA
- Friendly pedestrian and bicycle environment
- Access to transportation networks beyond the UDA
- Transit enhancements