Washington Metropolitan Area Transit Authority

ConnectGreaterWashington

Presentation to the Planning Directors Technical Advisory Committee (PDTAC)

February 20, 2015

ConnectGreaterWashington:
The 2040 Regional Transit System Plan

Overview

- Project Purpose
- Scenario Review
- What Did We Learn?
- Next Steps

ConnectGreaterWashington

New Metrorail lines in the core

Create network of high quality surface transit that connect across barriers

Improve commuter rail/bus frequency and span of service

AND / OR

Better utilize station areas and along corridors with transit

Increase walkability of station areas and neighborhoods

Reduce free and low-cost parking supply

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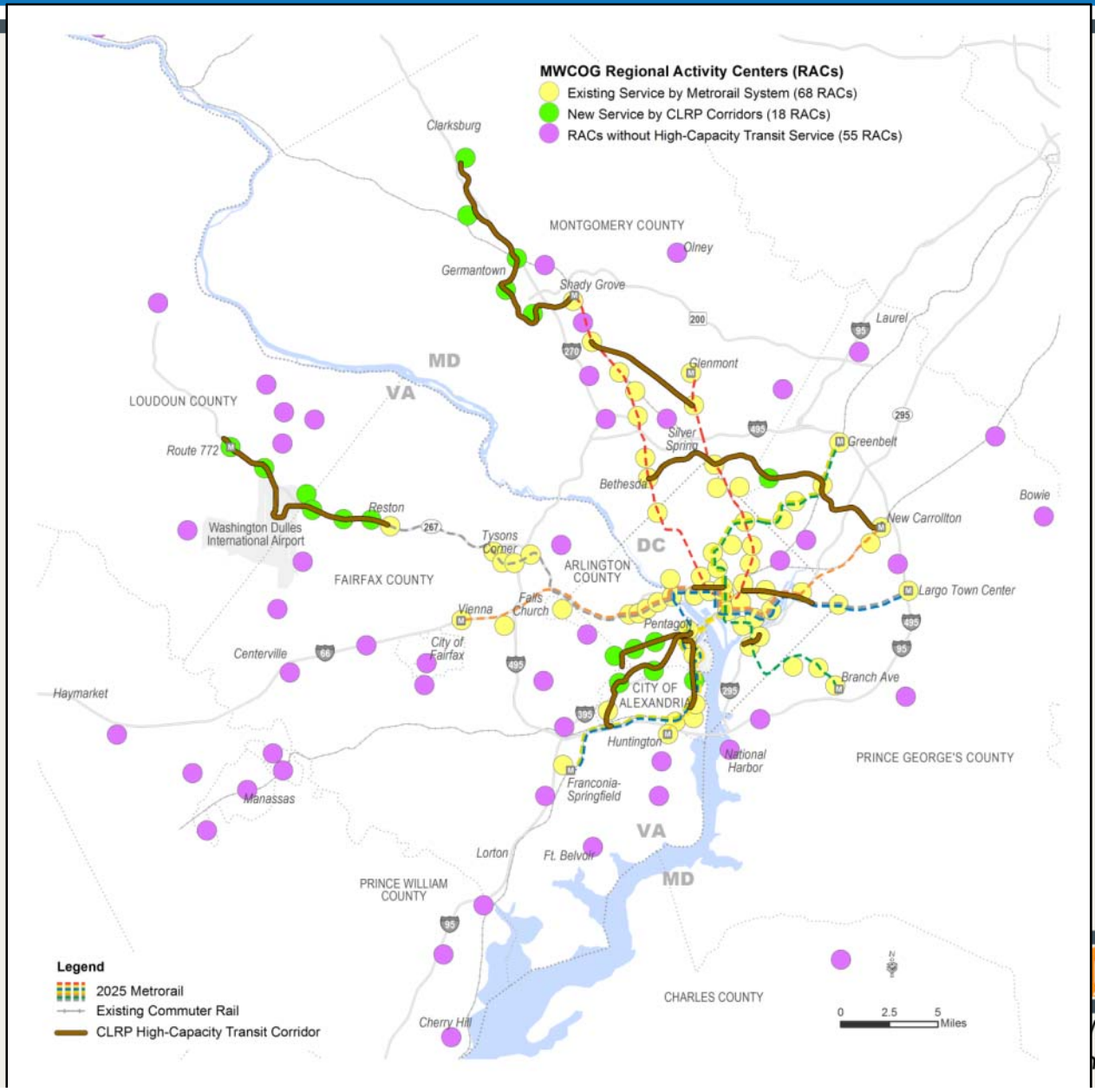
Guidelines

- Maintain the draft Round 8.3 regional totals
- Allow TAZ and jurisdictional totals to vary
- Not developing optimal land use
- Only shift development growth forecast for after 2020
- 2040 base transit network = existing transit system + 2013 CLRP + Metro 2025.

Starting Concepts



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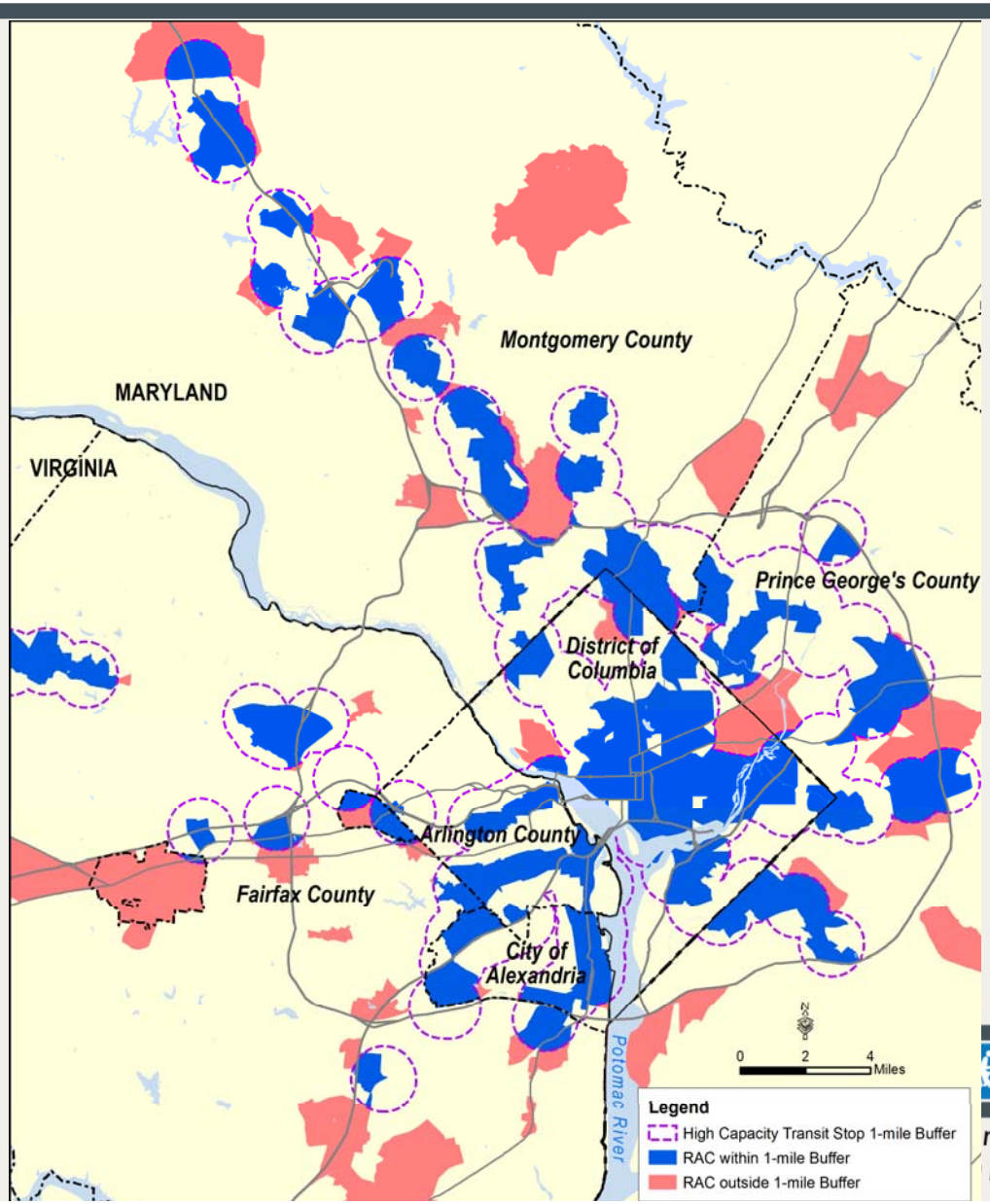

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Starting Concepts

Scenario A: Efficient Transit

Goal: Optimize transit system, limit crowding

Approach

Mixed Use

Short Trips

Reverse commute

Park & Ride

Reverse-peak direction fares

Walkability

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Scenario B: Cost-Effective Transit

Goal: Reduce jurisdictional Metrorail subsidy by increasing fare and parking revenues

Approach

Strong Transit Markets

Cordon Charge

Parking Pricing

Wait Time

Park-&-Ride

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Scenario C: Maintain 2013 Travel Times

Goal: Limit traffic congestion by decreasing total demand for car travel during the peak periods

Approach

Mixed Use

Short Trips

Reverse commute

Reduce all fares

TDM

Walkability

VMT Tax

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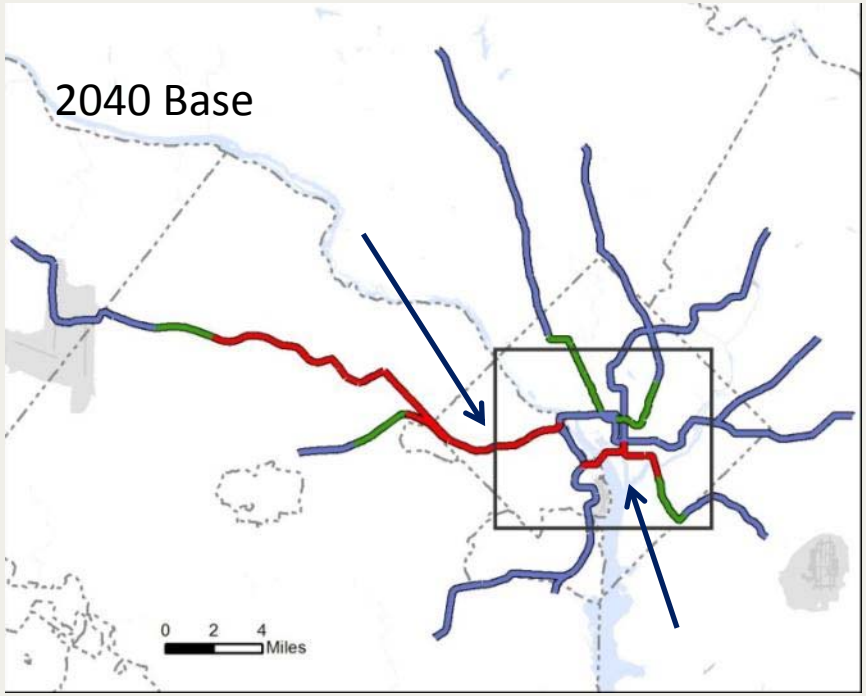
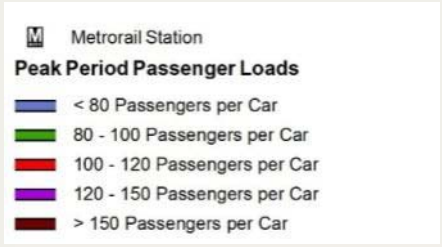
Scenario A: What We Saw

- Improved load balance on all with A2 most dramatic
  - Metrorail ridership (1.74M trips or 69% increase over 2040 base)
  - Reverse commute on all lines, though still not strong
- Even without “stick”, providing opportunity to take transit resulted in increased ridership





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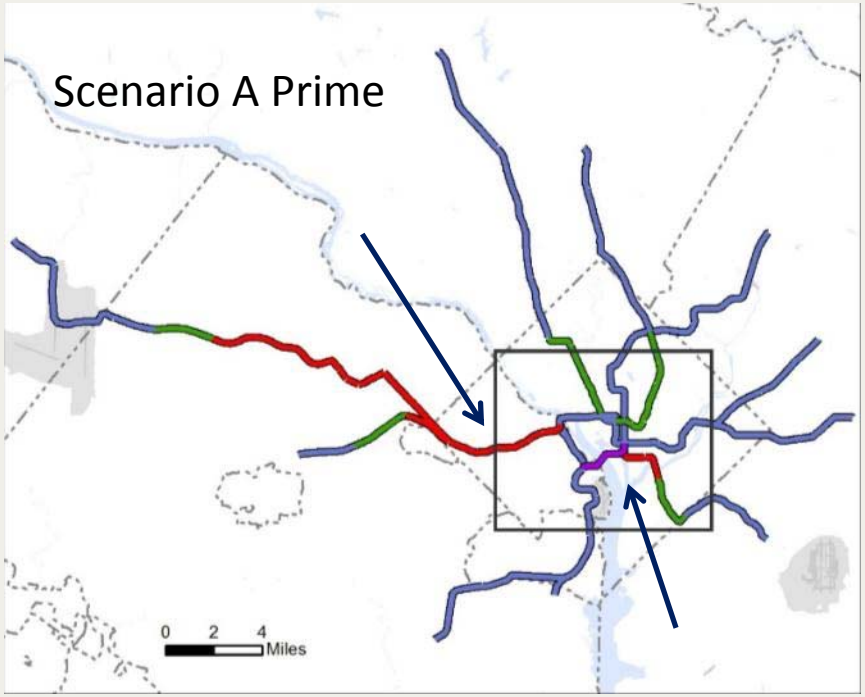

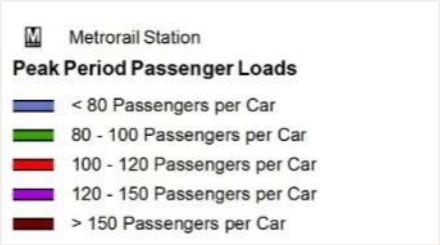

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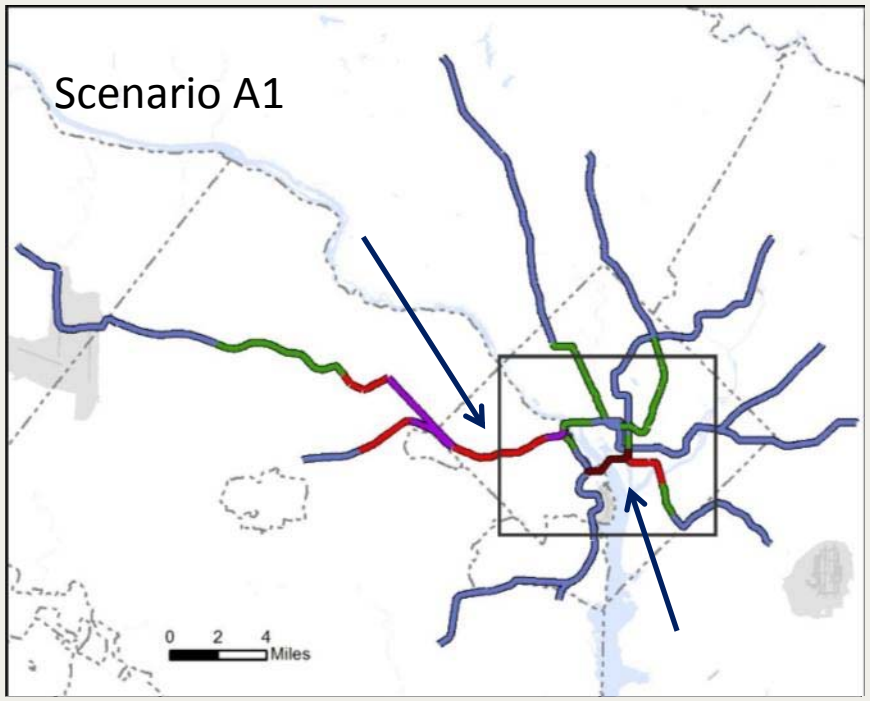

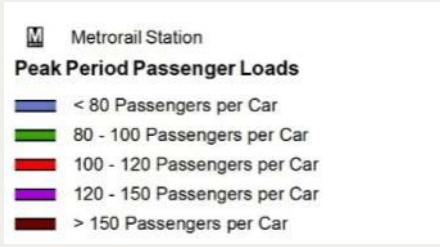

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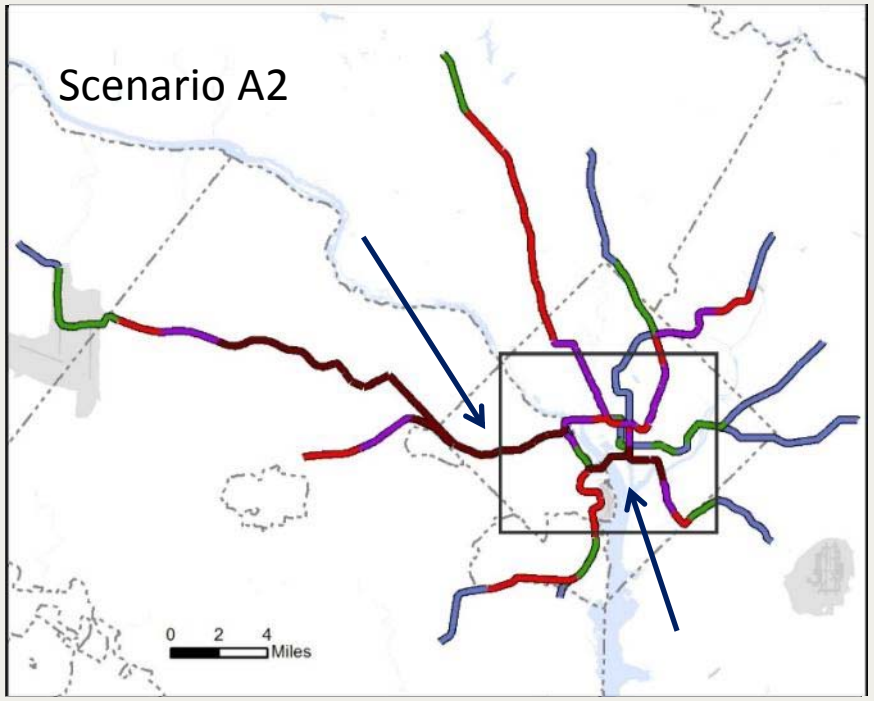

Metrorail Station

Peak Period Passenger Loads

- < 80 Passengers per Car
- 80 - 100 Passengers per Car
- 100 - 120 Passengers per Car
- 120 - 150 Passengers per Car
- > 150 Passengers per Car

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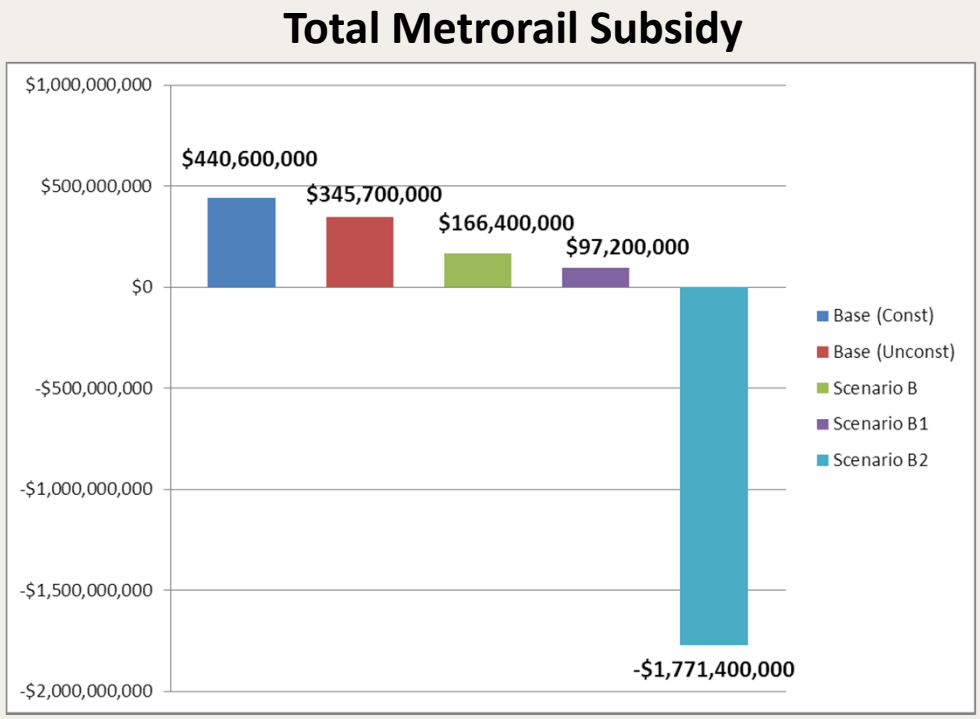
Scenario B: What We Saw

- All scenarios reduced the operating subsidy (>62%)
  - All from ridership increases
  - B2 enables no subsidy on Metrorail, but at a cost of unrealistic crowding
  - Overall transit ridership grew more than Metrorail



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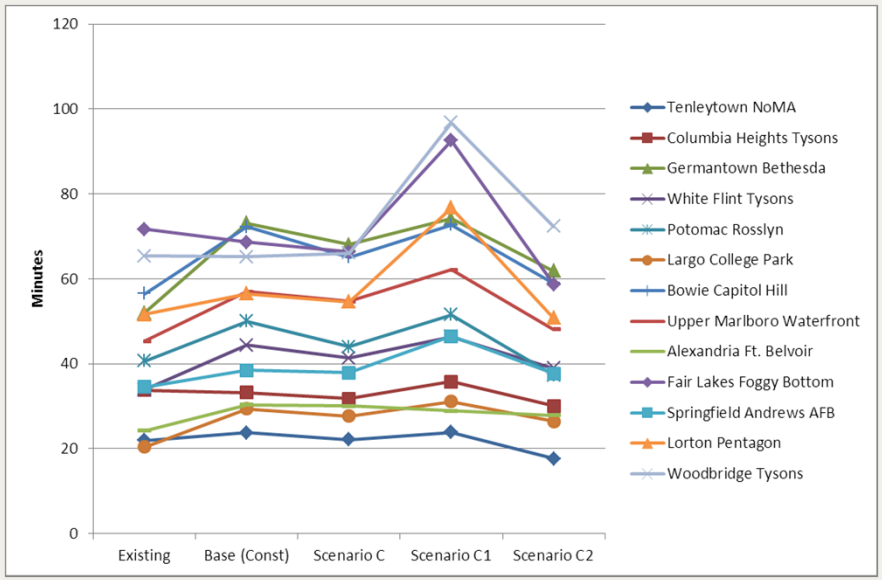
Scenario C: What We Saw

- Unable to lower VMT/ VHT below 2010 levels
  - VMT/VHT lower than 2040 base
- Travel times decreased for some key O-D pairs
  - Scenario C2 and trips to/from the core
  - Overall travel speeds in Compact area slightly worse

Travel Time for Key O-D Pairs



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Other Conclusions

- Difficult to show major shifts by 2040 without massive policy changes
  - Main employment and residential areas remain
  - Long-distance trips difficult eliminate
- Targeted driving cost increases boosted transit ridership, reduced VMT
- Place types limited our ability to better balance jobs and population in the region

Next Steps: Project Timeline

Date	Action
March 2015	Final Report for Alternatives
Spring/Summer 2015	Consolidating ConnectGreaterWashington and Alternatives Analysis to Enable Public Engagement

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