

Visualize 2045

TPB Subcommittee reports on aspirational initiatives

George Clark
Chair, Commuter Connections Subcommittee

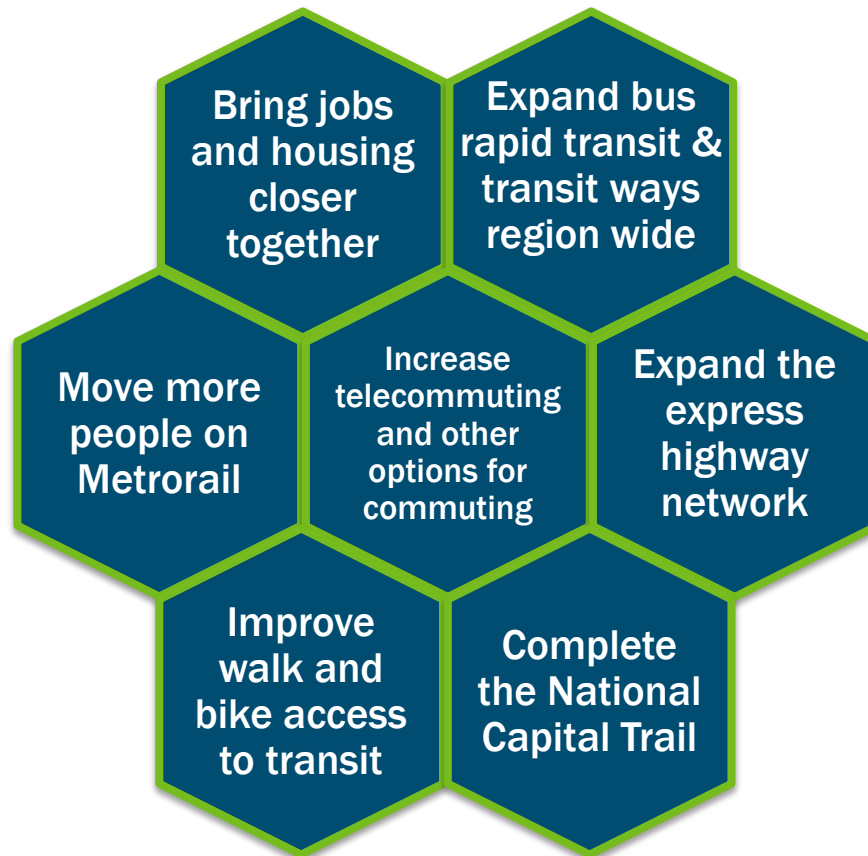
David Koch
Chair, Regional Public Transportation Subcommittee

Cindy Engelhart
Chair, Bicycle and Pedestrian Subcommittee

Transportation Planning Board Work Session
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The aspirational initiatives



Background

- The TPB adopted seven aspirational initiatives as part of Visualize 2045
- The TPB solicited input on project, program, and policy actions to realize its aspirational initiatives
- TPB and COG committees have discussed what actions can be taken – individually or collectively
- These recommendations are being presented to the TPB



Subcommittee focus

TPB subcommittees focused on these 5 initiatives

- Provide more telecommuting and other options for commuting
- Expand bus rapid transit and transitways regionwide
- Move more people on Metrorail
- Improve walk and bike access to transit
- Complete the National Capital Trail



Provide more telecommuting & other options for commuting

- Develop policies to increase teleworking and the number of employees receiving transit and carpool subsidies
- Increase the price for most of the parking for work trips

(Marco Verch/flickr)



Recommendation: Leverage Technology

Leverage Technology to Enhance Local and Regional Travel Demand Management Programs

- Convenient Access to Information and Services
 - Mobile Apps with “gaming” features
- Enhanced Service offerings
 - Non commute and/or ad-hoc ridesharing (CarpoolNow)
 - Reward programs (Flex Time Rewards)
 - Private sector partnership (Mobility service firms)



Recommendation: Promote SmartBenefits

Collaborate with WMATA to Promote SmartBenefits

- Leverage \$1.5M investment by WMATA
 - Entice employer participation with a tiered financial incentive
 - Spearhead training and outreach efforts
- Potential opportunity to expand SmartBenefits to other TDM initiatives



Recommendation: Mid-size firms

Flextime & Telework Resources for Mid-Size Employers

- Opportunity to grow upon efforts started in the late -1990s
- New program(s) that encourage employers to expand participation in telework programs
 - Local network members can replicate throughout region



Recommendation: Regional commuter benefits

Regional Commuter Tax Benefits

Vastly different approaches/policies towards employers

- Regionally uniform approach/policy will provide consistency
 - Easier to implement than fragmented, localized policies
 - Allows for clear and synchronized channels of communication/education
- Create simple yet enticing incentives for employers who offer commuter benefits
 - Simple is key: Low barriers to entry will lead to more participation



Recommendation: Parking strategies

- **Develop model employer parking cash-out policies**
 - Proven to be effective in 2016 FHWA study
- **Price parking appropriately**
 - Advocate for codification of “fair-value commuting” within local zoning codes
 - Dynamic fees that adjust with parking demand



Expand Bus Rapid Transit & Transit Ways regionwide

- BRT, transitways, streetcar routes at various locations throughout the region
- Local circulation
- Connecting activity centers

(BeyondDC/flickr)



Recommendation: Standards for BRT

Density standards for BRT service

- The region should identify a set of preferred density measures related to transit service, ridership, and land use in the region as a standard for BRT systems
 - Creating such a regional standard enables the ability to measure progress in the development and implementation of BRT corridors
 - This regional standard allows for a mapping out of potential BRT corridors for future planning and implementation





Move more people on Metrorail

- Replace six-car trains with eight-car trains on all Metrorail lines
- Add a second Rosslyn station
- A new rail line across the Potomac River connecting the District of Columbia and Virginia through Georgetown to Union Station

(TPB)



Recommendation: Eliminate transfer costs

- **Eliminate the transfer cost between Metrorail and the region's bus services**
 - Encourage use of Metrorail by lowering total transit fare costs for riders using both Metrorail and bus services. Treats transit system as a single mode and would not penalize transit users that need to use buses to get to Metrorail

As an alternative, members also proposed:

- **Cap total fares charged for transit trips per day**
 - Putting a cap on total fares for a day would make additional transit use more attractive for transit-choice or transit-lifestyle riders and reduce costs for transit-reliant riders or those who have to make several connections, sometimes across multiple services, to get to their destinations



Improve walk and bike access to transit

- Safe and convenient access to Metrorail, commuter rail, BRT, and streetcar stations

(ArtAround/flickr)



Recommendation: Identify priority station areas

- Identify a list of transit station areas to be prioritized for walk/bike improvements. Consider:
 - Critical gaps in infrastructure, and corresponding opportunities to increase walking and biking.
 - Equity Emphasis Areas
 - Activity Centers/Density
 - Pedestrian and Bicycle Safety
- Projects at priority station areas receive special consideration in local, state and regional funding programs (e.x. TPB's TLC and TAP programs)



Recommendation: Prioritize access improvements

- **Prioritize the functionality of high capacity transit stations for better connectivity of all modes**
 - Prioritize physical and operational improvements to the efficiency of transit stations, for all modes but particularly beneficial to pedestrians
 - Provide transit priority on roadways surrounding high capacity transit stations, resulting in improved reliability of buses
 - One component of improving the functionality of high capacity transit stations should be improving safety in and around the station, particularly for pedestrians and cyclists



Recommendation: Expand TLC program

- **Transportation Land Use Connections (TLC) provides technical assistance to fill gaps in local trail building expertise**
- **TLC funding should be significantly increased**
- 108 highly effective projects in all of the TPB's member jurisdictions to-date
 - Outsized impact relative to cost
 - TPB received about \$1.3m in applications for the FY 2019 TLC program, which had \$500,000 in available funds



Complete the National Capital trail

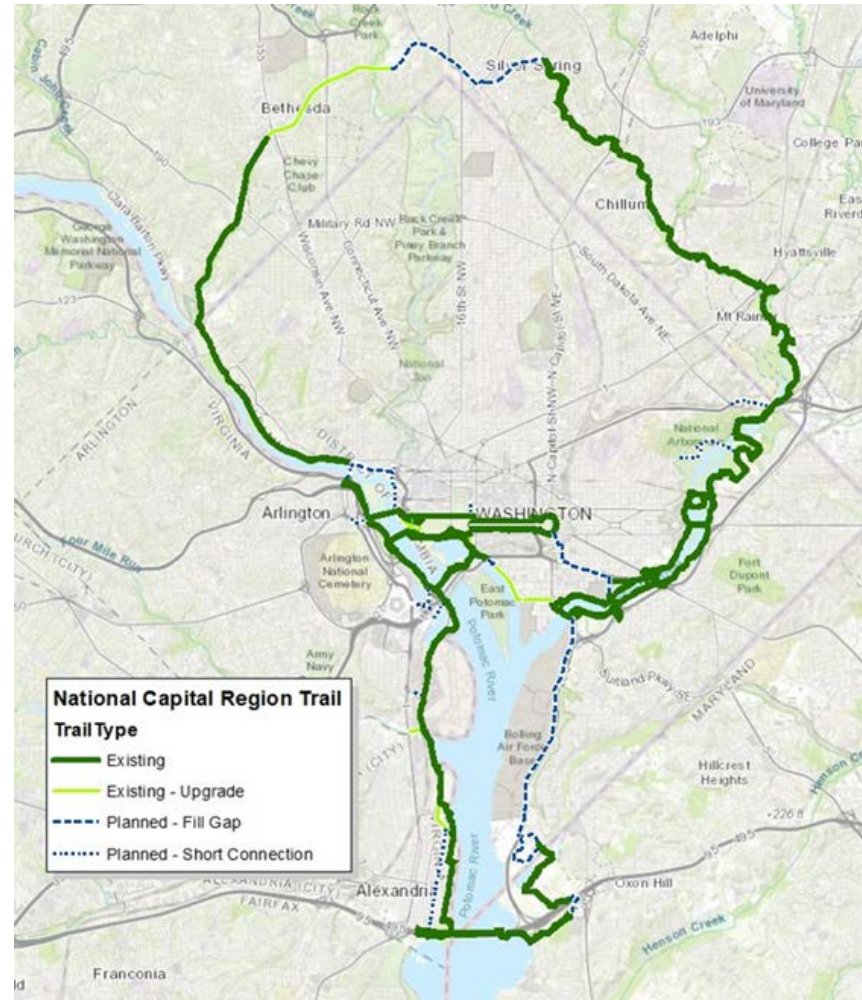
- Complete a proposed loop (Bicycle Beltway) of circumferential trail connections circling the core of the Washington region

(Chesapeake Bay Foundation/Flickr)



National Capital Trail (NCT)

- Prioritize and Complete Planned segments
- Prioritize planning and funding missing segments
- Projects integrated to other projects or initiatives as standalone projects



Recommendation: Expand to a regional network

- National Capital Trail (NCT) currently connects jurisdictions within the regional core
- NCT should provide connectivity to major trails in other TPB jurisdictions
- Build on the work of the Capital Trails Coalition and expand NCT loop into a National Capital Regional Trail network
- Use the goals adopted by the Capital Trails Coalition Network for expanding the NCT
 - Accessible to people of all ages and abilities
 - Healthy and Safe
 - Equitably Distributed across Jurisdictions
 - Reliable for Transportation
 - Accessible to Open Space
 - Built to the highest design standards



George Clark

Chair, Commuter Connections Subcommittee
gclark@tccsmd.org

David Koch

Chair, Regional Public Transportation Subcommittee
david.koch@dc.gov

Cindy Engelhart

Chair, Bicycle and Pedestrian Subcommittee
cindy.engelhart@vdot.virginia.gov

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