

The background is a dark blue field filled with various shades of blue gears of different sizes, some overlapping. On the left side, there is a vertical strip with a colorful, abstract, and somewhat pixelated pattern in shades of orange, yellow, and brown.

*Strengthening the Linkages  
between Transportation and  
Land Use Planning in the  
Washington Region*

Presentation to the COG Board of Directors

Ronald F. Kirby

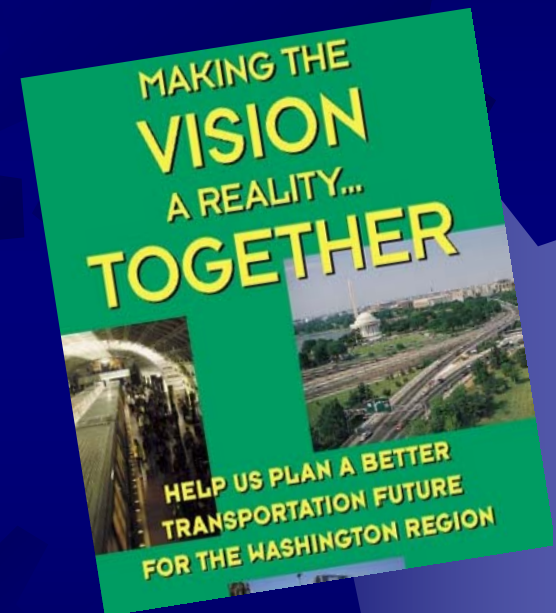
Director, COG Department of Transportation Planning


April 12, 2006

# The TPB Vision

*Approved in 1998*

- ★ A policy framework guiding the region's transportation investments in the 21st century.
- ★ Goals include:
  - ★ Promoting activity centers
  - ★ Increasing transit use
  - ★ Reducing driving



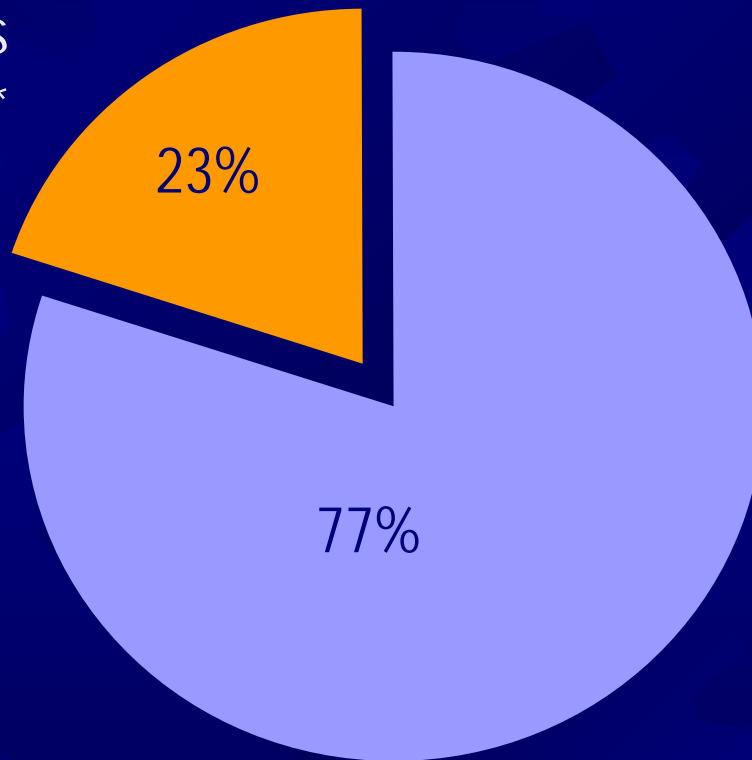


In 2000, the TPB  
recognized that in many  
respects, the region's  
long-range transportation  
plan was falling short of  
the Vision...

# Most Transportation Dollars Are Needed for Maintenance

*Little money is available for new transportation projects*

New Roads  
and Transit\*



Operations & Preservation\*

\* Based on region's 2003 Constrained Long-Range Plan

# The Highway System Won't Keep Pace with Growth

## *Forecast Trends 2000 - 2030*

### Daily Vehicle Miles Traveled

2000: 109 Million  
2030: 150 Million

37%

### Freeway and Arterial Lane Miles

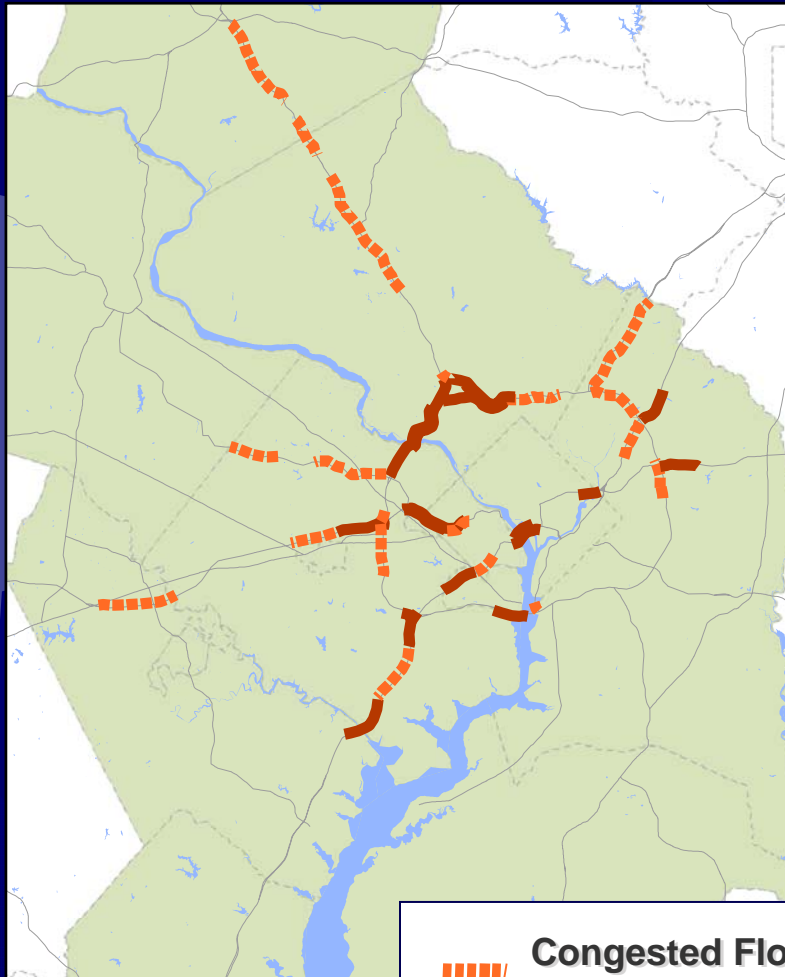
2000: 15,300 Miles  
2030: 17,600 Miles

16%

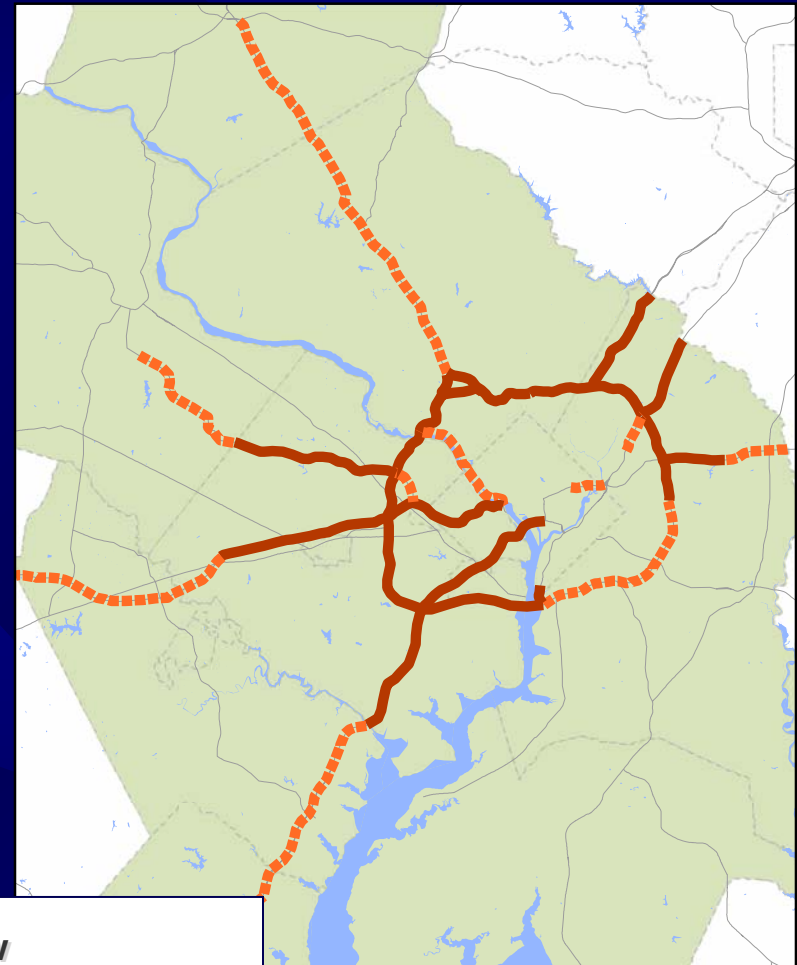
Based on region's 2003 Constrained Long-Range Plan

# Most of the Beltway Will Be Stop and Go


Evening Highway Congestion 2000 and 2030




2000



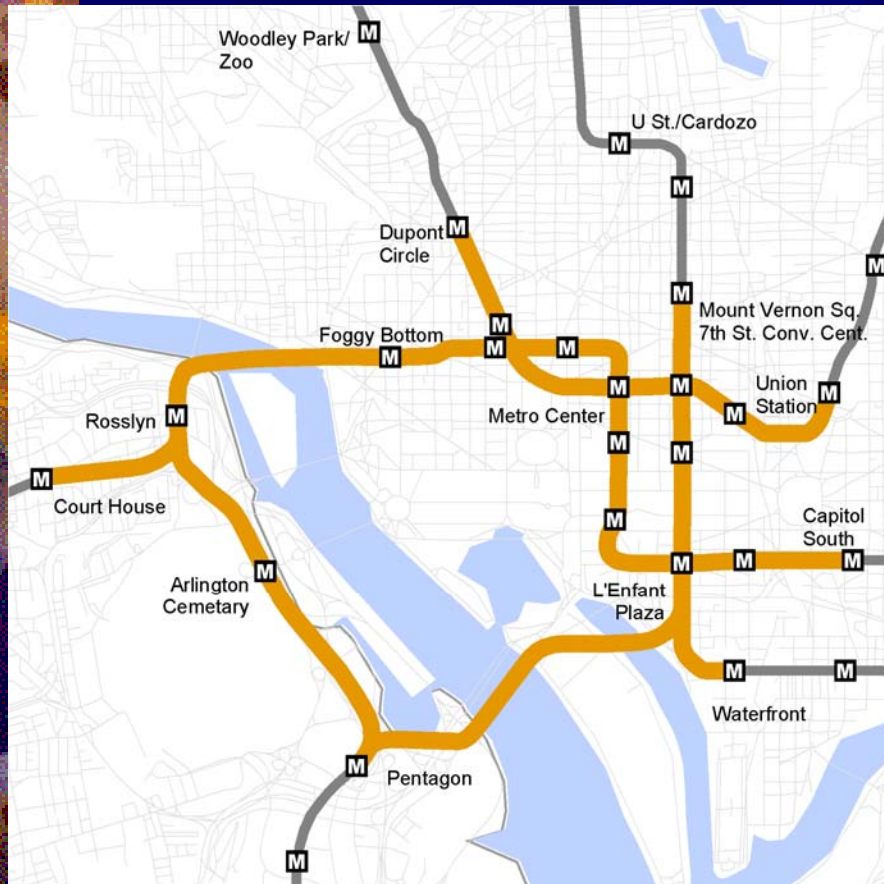
2030

 Congested Flow  
(Average Speed 30 to 50 mph)

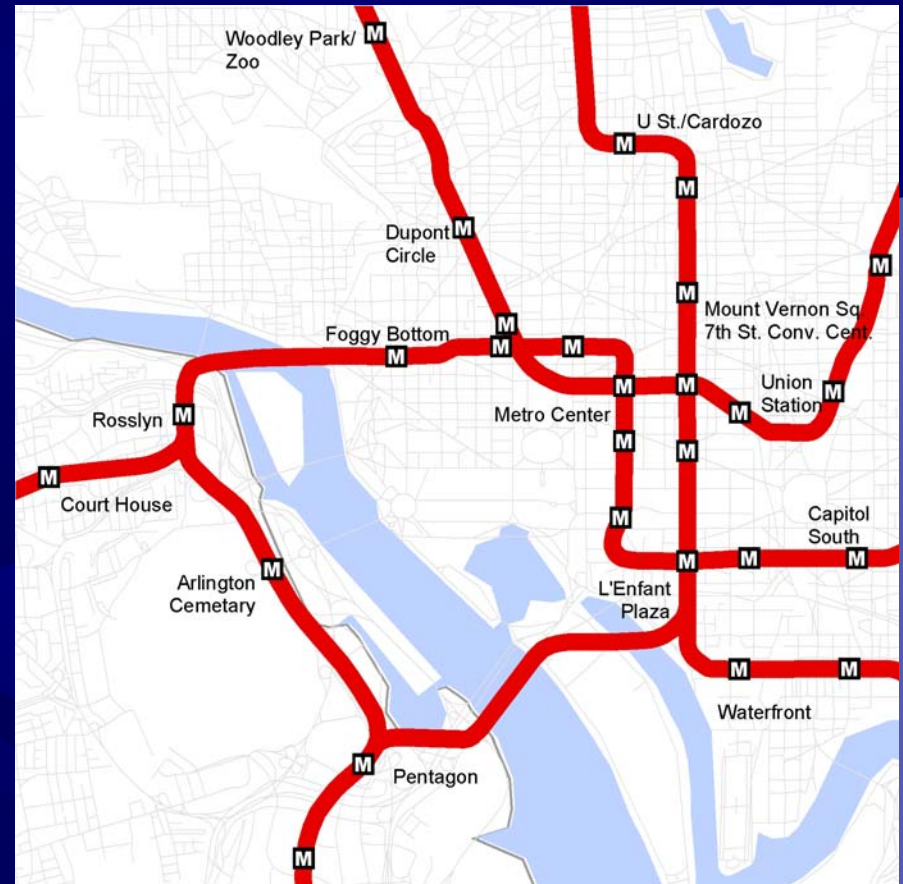
 Stop and Go Conditions  
(Average Speed < 30 mph)

# Metro Platforms and Trains Will Be Packed

Morning Peak-Hour Transit Congestion: 2000 and 2030



2000



2030

— Congested  
— Highly Congested



# Freeway Congestion Monitoring In the Washington Region

- ★ 300 mile system monitored every 3 years through aerial photography
- ★ 5 surveys to date: 1993, 1996, 1999, 2002, 2005
- ★ 3 hours in the AM and 3 hours in the PM
- ★ Photographs taken on multiple days (minimum of 3 days) with typical, recurring conditions





## Findings of the 2005 Freeway Congestion Survey (Reported to the TPB on February 15, 2006)

- Total lane miles of congestion increased significantly since 2003 throughout both the AM and PM peak periods, with the greatest increase (64%) in the first hour of the PM peak (4.30 to 5.30pm).
- Congestion is generally in the “traditional” peak travel direction.
- However, some segments are congested in both directions during the peak period: 14<sup>th</sup> street bridge (AM and PM), I-66 inside the Beltway (AM and PM), the Wilson Bridge (AM), and the northwestern portion of the Beltway (PM).
- The two most congested segments involve travel from west to east in the PM peak period: I-495 from I-270 to Connecticut Avenue in Montgomery County; and the I-395 “in-bound” approach to the 14<sup>th</sup> Street Bridge.
- Capacity increases have improved conditions at certain locations (US 50, Springfield Interchange, Capital Beltway at Dulles Toll Road).

# Tackling Recurring Freeway Congestion – Short Run

## Capacity Increases To Address Bottlenecks

-  Adequate freeway to freeway, freeway to arterial, and arterial to freeway connections
-  High Occupancy Toll (HOT) or Express Toll Lanes (ETL)

## Transit and Demand Management

-  Adequate transit funding and capacity
-  Ridesharing and telecommuting



# Tackling Recurring Freeway Congestion – Longer Run

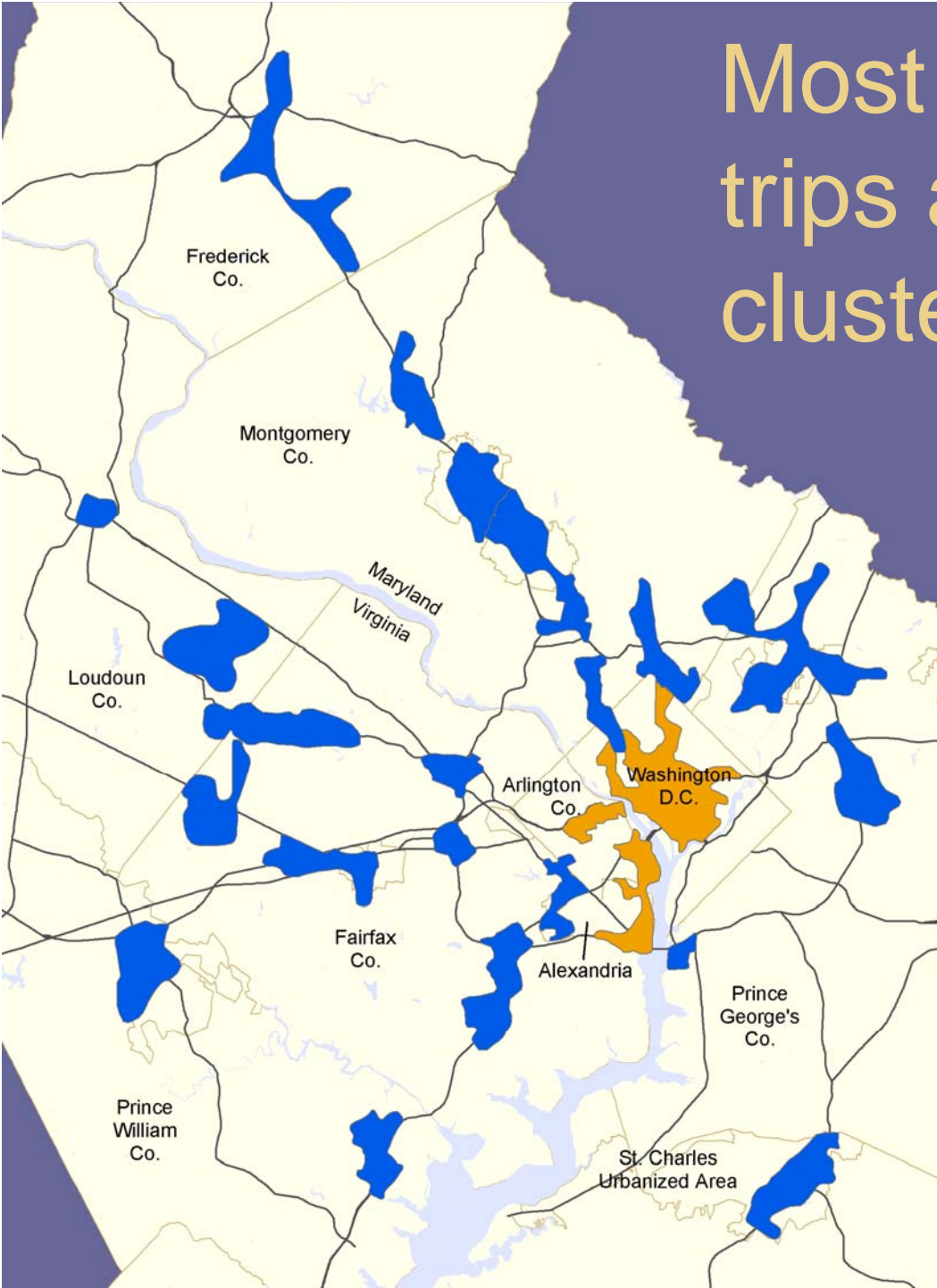
- ✦ Ensure new highway, toll lane, and transit facilities are integrated with plans for concentrated, mixed use development
- ✦ Look at Alternative Land Use/Transportation Futures: What if job and housing growth were shifted, in coordination with new roads or transit?
- ✦ In 2000, the TPB initiated the “Regional Mobility and Accessibility Study” to analyze alternative land use/transportation futures



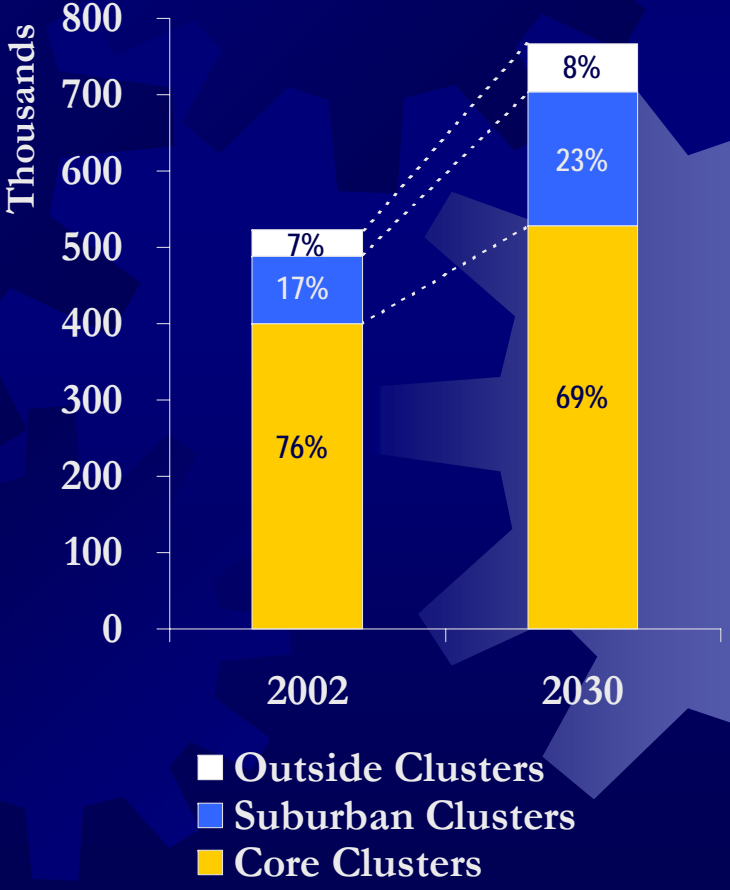
# The Regional Mobility and Accessibility “Scenario” Study

- ✦ On January 18, 2006 TPB was briefed on results to date of this study
- ✦ Study identified two key longer-run strategies that would significantly increase transit use, walking and biking and decrease driving and congestion for 2030:
  - ✦ Increase household growth in the region, and concentrate that growth in regional activity centers, with supporting transit improvements
  - ✦ Encourage more development on the eastern side of the region, with supporting transit improvements

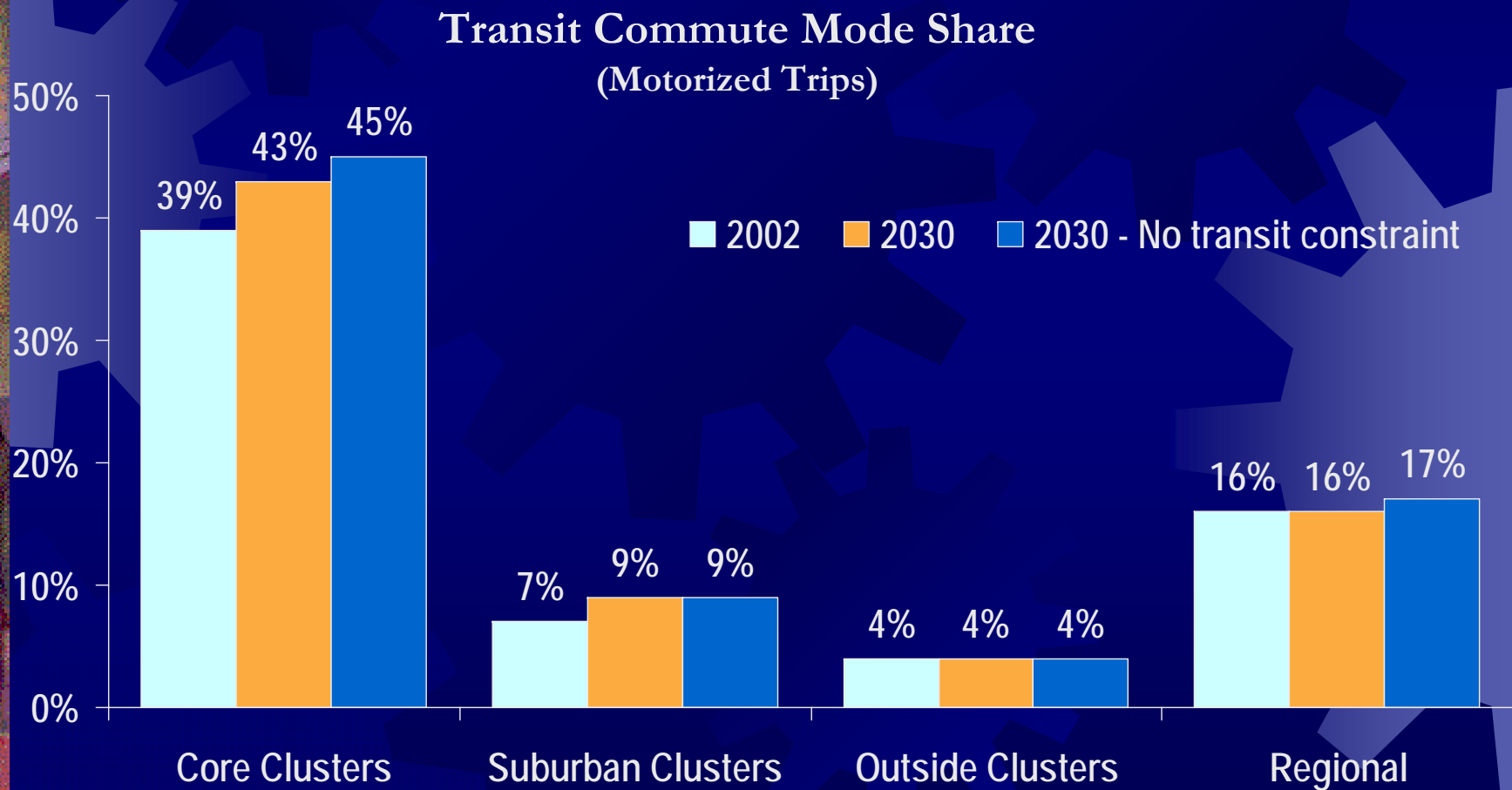
# Most transit commute trips are to activity clusters



Transit Commute Trips



# Transit commute mode share is increasing in activity clusters





# How Can the TPB Strengthen Support for Promising Land Use/Transportation Strategies?

- ☀ Support planning studies and transportation improvements for promising land use initiatives
- ☀ Perhaps adapt “Transportation for Livable Communities” Programs from other Metropolitan Planning Organizations (e.g. San Francisco, Atlanta, Burlington)



# Metropolitan Transportation Commission (San Francisco)

- ✦ Transportation for Livable Communities (TLC)  
- 1997
- ✦ Trend-setting program emulated by others
- ✦ Uses federal transportation funds sub-allocated to metro area
- ✦ Further devolves portion of funds to individual counties for project selection
- ✦ Focus is on smart growth/livability
  - ✦ Special program element to address housing
- ✦ Changes made to make selection process more stringent





# Atlanta Regional Commission

- ✦ Livable Centers Initiative (LCI) - 1999
- ✦ Response to non-attainment status
- ✦ Selects qualifying “communities” to receive planning assistance rather than specific projects
- ✦ A portion of the annual transportation funding (\$30 million/yr.) is earmarked for projects from these communities resulting from planning process
- ✦ Focus is on concentrated development in activity centers; less attention to revitalization need



# Chittenden County Metropolitan Planning Organization (Burlington)

- ✦ Transportation for Livable Communities (TLC) - 1999
- ✦ Modeled after San Francisco program
  - ✦ Much smaller scale
  - ✦ Grants for planning activities only
  - ✦ Technical assistance role
  - ✦ Focus on bicycle/pedestrian accommodation and community involvement process



# Delaware Valley Regional Planning Commission (Philadelphia)

- ✦ Transportation and Community Development Initiative (TCDI) - 2002
- ✦ Multi-state program
  - Single project selection committee, but funding is pre-divided among states (2/3 PA, 1/3 NJ)
- ✦ Conceived as a revitalization program with regional transportation efficiency and growth management as side benefits
- ✦ List of eligible communities with demonstrable need for revitalization
  - Population loss, low median income

## Next Steps

COG/TPB staff currently reviewing:

- ☀ Transportation/land use incentive programs in other areas
- ☀ Experience to date in promoting transit-oriented development strategies in the Washington region
  - ☀ Would incentive programs have helped in earlier applications?
  - ☀ What kinds of incentive programs are currently in place at the state and local levels?

## Outlook

- ★ COG/TPB staff plan to develop alternative transportation/land use incentive approaches for consideration by the TPB and the COG Board
- ★ Alternatives will be presented to TPB and COG Board in July/September of this year