



National Capital Region
Transportation Planning Board

Measuring Progress Towards Regional Goals

TPB Technical Committee
Item 7
February 4, 2011

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Background

- Presentation to Priorities Plan Scoping Task Force on February 16, 2011
- Regional transportation goals based on the TPB Vision and COG's Region Forward
- Examples of performance measures that might be used to evaluate regional priorities
- Quantified using 2010 CLRP baseline

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Regional Transportation Goals

Based on a comparison between the TPB Vision and COG's Region Forward

- Provide a comprehensive range of transportation options
- Improve access and mobility
- Prioritize maintenance and preservation of the existing system
- Maximize system effectiveness through management and operations
- Improve safety of all transportation modes and facilities
- Promote transportation connections, walkability and mixed-use development in activity centers
- Enhance environmental quality, protect human health and improve energy efficiency
- Contribute to the reduction of regional climate change impacts
- Identify and secure funding for regional transportation priorities

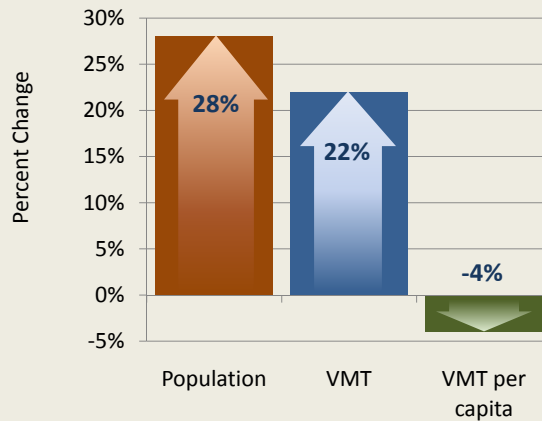


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Provide a Comprehensive Range of Transportation Choices to Users

Reductions in VMT Per Capita, 2011 – 2040



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Provide a Comprehensive Range of Transportation Choices to Users

Progress in Implementing the TPB's Bicycle and Pedestrian Plan

Facility Type	Total in 2005	Completed 2006-2010	Planned New Facilities/Upgrades	Total Planned for 2040
Bicycle Lane	56	35	450	541
Shared-Use Path	490	53	630	1173
Total	546	88	1080	1714

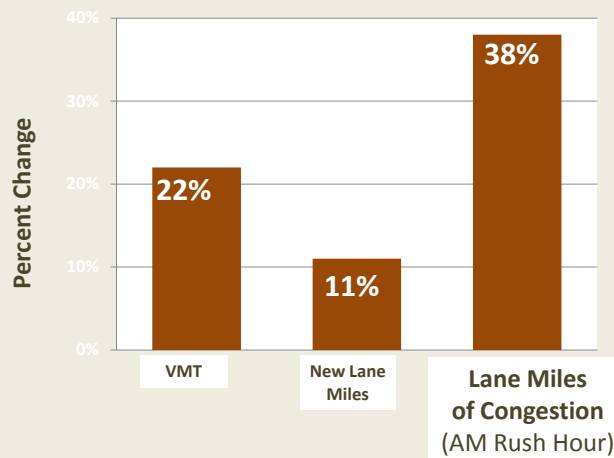
Challenge: At the current rate of construction, only 60% of the planned network will be built by 2040.

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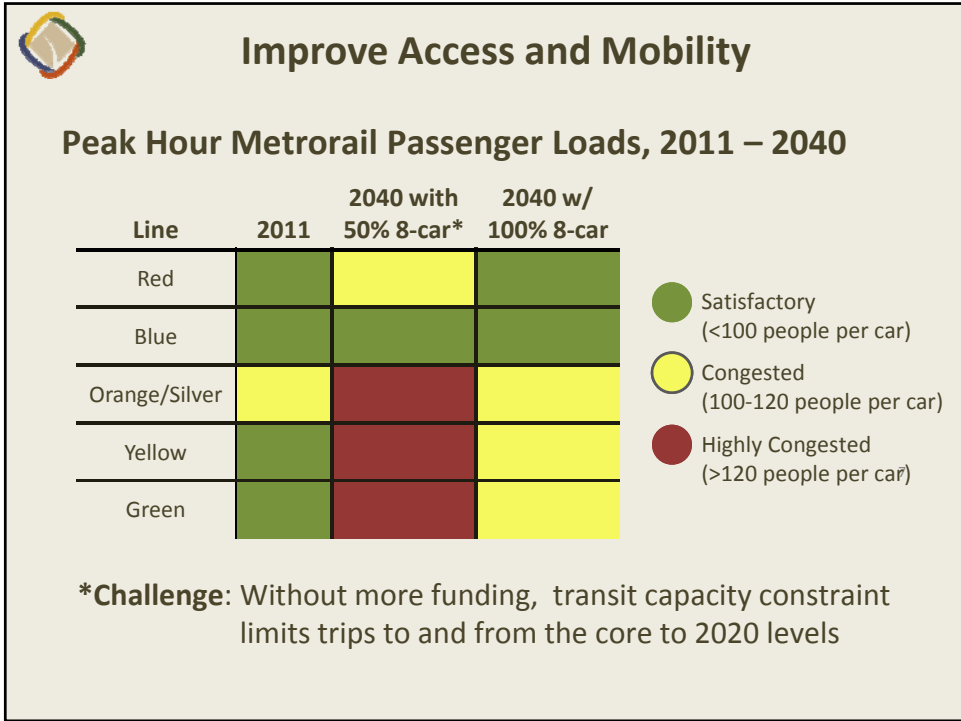


Improve Access and Mobility

Increase in AM Rush Hour Congestion Experienced by Cars, Buses and Trucks, 2011-2040



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Improve Access and Mobility

Access for People with Disabilities


Access to bus, rail and taxis for has improved but challenges remain:

- Reliability of bus lifts and elevators
- Demand and cost of paratransit
- Many bus stops and sidewalks need improvements



Challenge: About 40 % of the 20,000 bus stops in the region are not fully accessible to people with disabilities

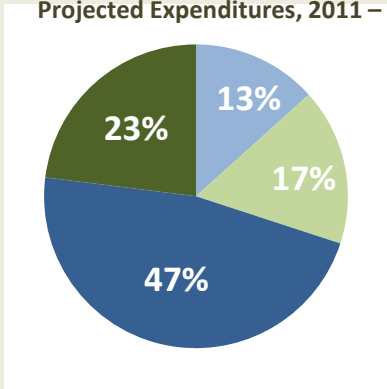
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Prioritize Maintenance and Preservation of the Existing System


Revenues are inadequate to maintain and operate the existing system

Projected Expenditures, 2011 – 2040




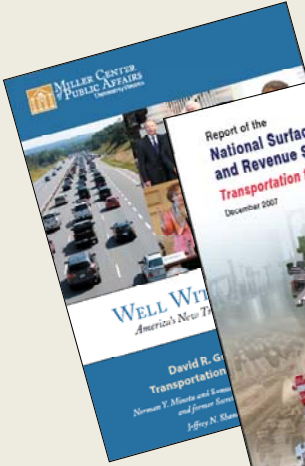
- Transit Operations/Preservation (23%)
- Highway Operations/Preservation (47%)
- Transit Expansion (17%)
- Highway Expansion (13%)

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Prioritize Maintenance and Preservation of the Existing System

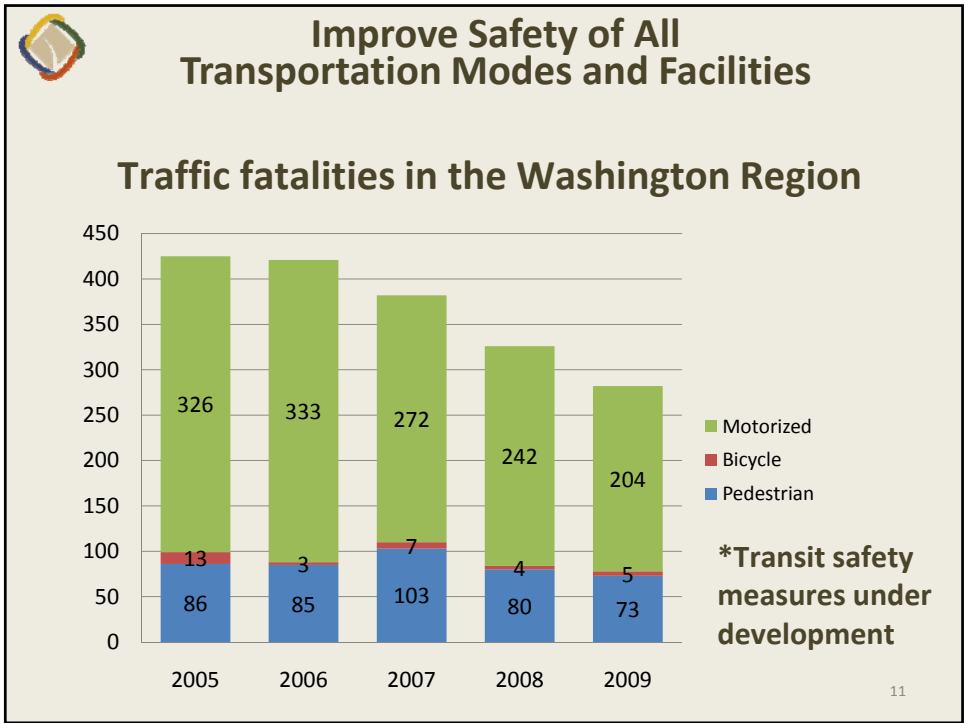
Numerous national reports find that America's roads, bridges and rails are deteriorating because of deferred maintenance

REPORT CARD	
2009 NATIONAL INFRASTRUCTURE CONDITIONS	
Roads	D-
Rail	C-
Bridges	C

Source: American Society of Civil Engineers

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Promote Transportation Connections, Walkability and Mixed Use Development in Activity Centers

By 2040, 22 Activity Centers will still not have rail transit, and 39 Metrorail stations will not be located in Activity Centers.

	2011	2040
Regional Activity Centers	59	59
Metrorail Stations	86	98
Commuter Rail Stations	52	53
Regional Activity Centers with Rail Transit	31 with rail 25 Metrorail 15 Commuter Rail	37 with rail 31 Metrorail 15 Commuter Rail
Regional Activity Centers without Rail Transit	28	22
Rail Stations Not Located in Regional Activity Centers	73 37 Metrorail 36 Commuter Rail	76 39 Metrorail 37 Commuter Rail

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Promote Transportation Connections, Walkability and Mixed Use Development in Activity Centers

Higher Street Block Density = Greater Walkability

Street Block Density in Activity Centers

Activity Center Type	Street Block Density
DC Core	131
Mixed-Use Centers	104
Employment Centers	41
Suburban Employment Centers	25
Emerging Employment Centers	16



Within the **2.2 sq miles** of Downtown Alexandria there are **303 blocks**, resulting in a street block density of **137.7 blocks per sq mile**.

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Promote Transportation Connections, Walkability and Mixed Use Development in Activity Centers

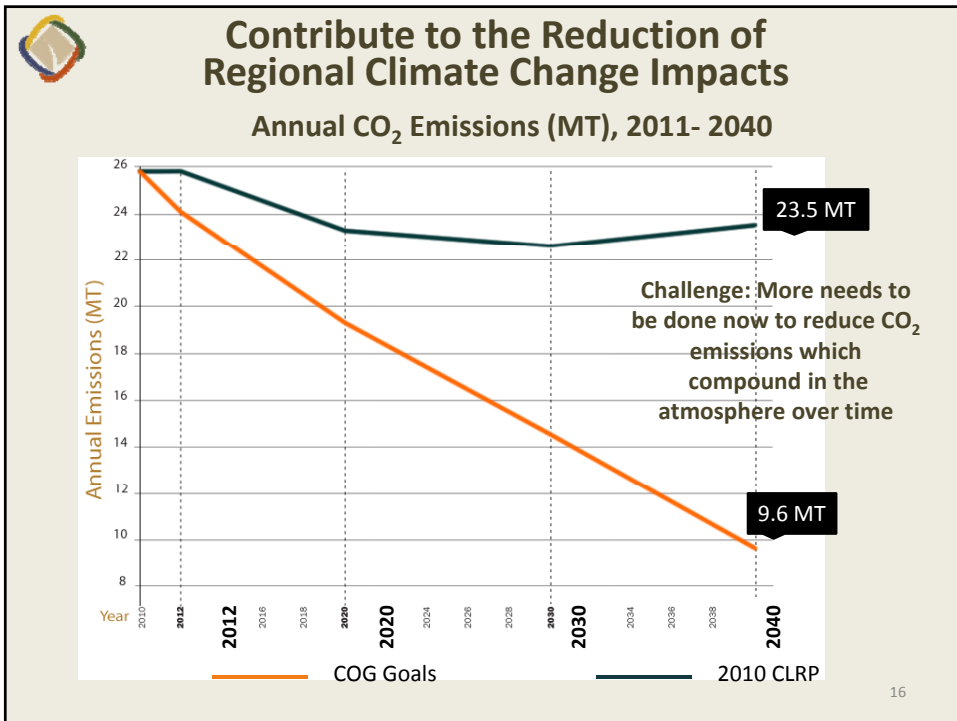
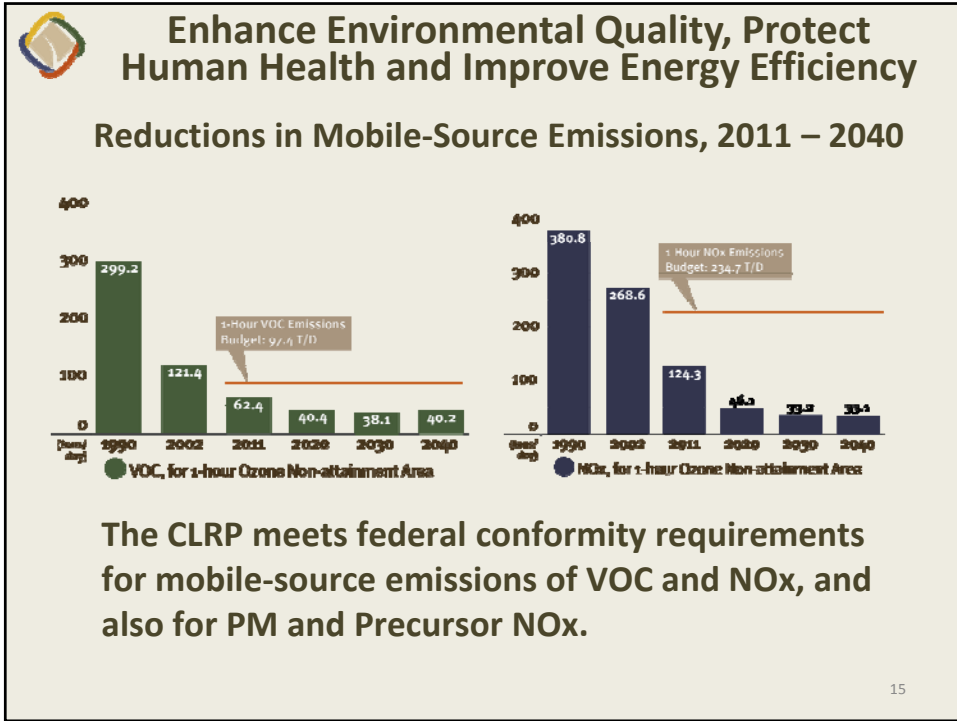
How Future Street Block Density Can Be Measured: Tysons Corner



2011 Street Block Density: 45.3



Future Street Block Density: To Be Calculated





Next Steps

- Complete performance analysis of the 2010 CLRP
- Develop expanded 2010 CLRP “Brochure” to include performance & financial analysis, plus Freight and Bike/Ped Plan info

