

The Regional Mobility and Accessibility Study

First Phase Results

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**Metropolitan Washington Council of Governments
Board Meeting**

September 8, 2004

Regional Mobility and Accessibility Study

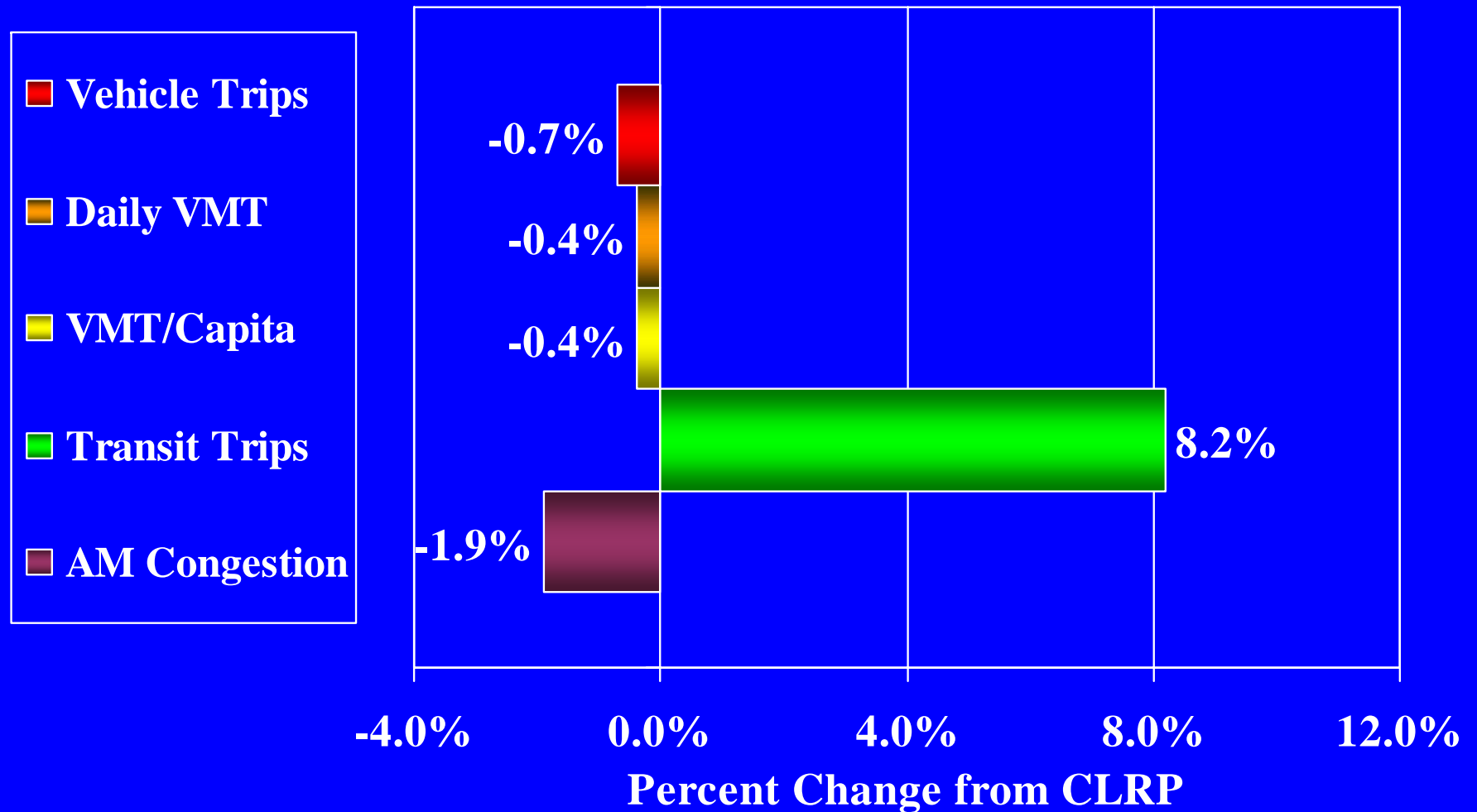
- Origin:
 - Special Study called for by the TPB in FY 2001
- Purpose:
 - “Evaluate alternative options to improve mobility and accessibility”
- Alternatives for 2030:
 - Congestion Management Enhancements to Adopted Transportation Plan
 - Land Use Scenarios
 - Transportation Scenarios

Initial Transportation Scenario for 2030:

Congestion Management Enhancements to Adopted Constrained Long Range Plan (CLRP+)

- **Maximize Use of Existing and Planned System Through:**
 - **Transit Service Improvements**
 - **Traffic Management**
 - **Ridesharing and Telecommuting**
 - **Bicycle and Pedestrian Facilities**

Travel Modeling Results: CLRP+ Scenario with Round 6.4 Land Use Forecasts for 2030

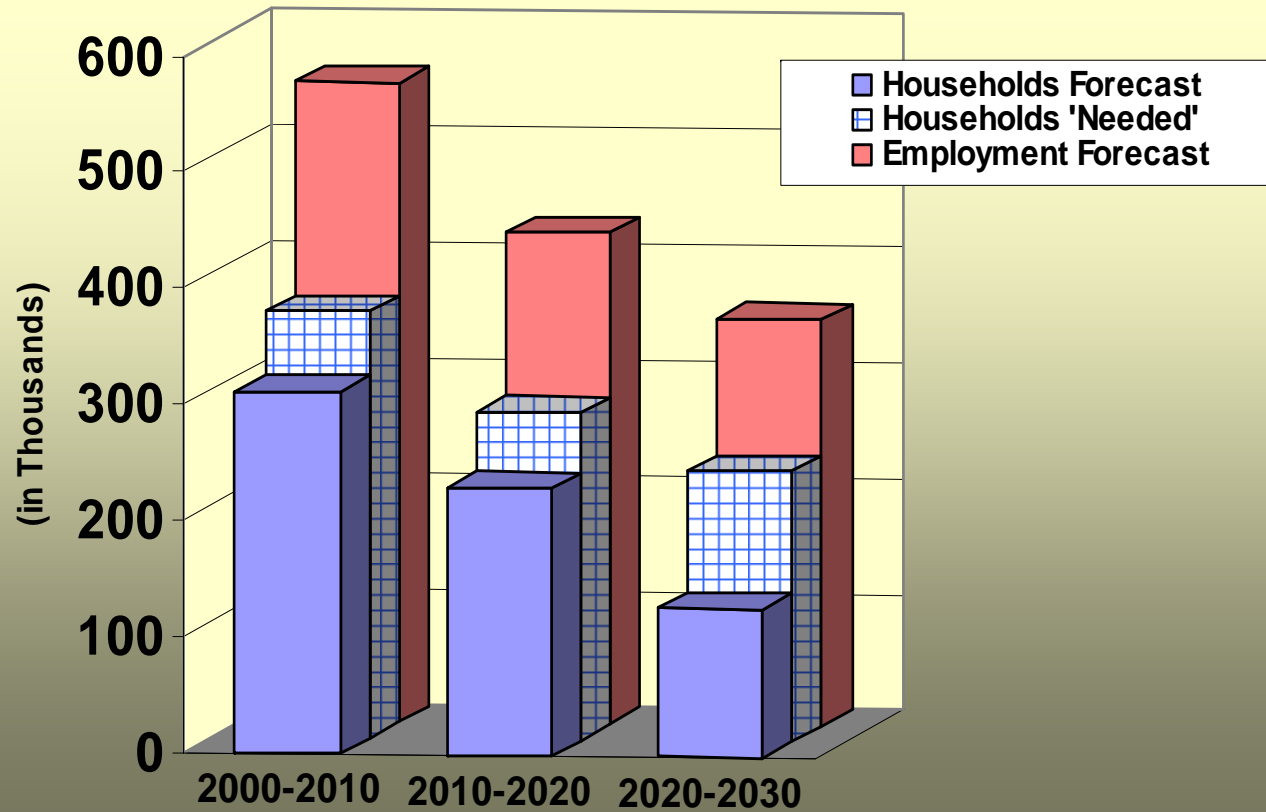


Transportation/Land Use Considerations

- **Jobs/Housing Imbalance**
- **Proportion of Future Growth in Regional Activity Centers/Clusters**
- **“East-West” Regional Divide in Rate of Growth**
- **Proportion of Future Growth Within Current and Planned Transit Station Areas**
- **Land Use Scenarios assume growth between now and 2010 is already underway or in the pipeline**

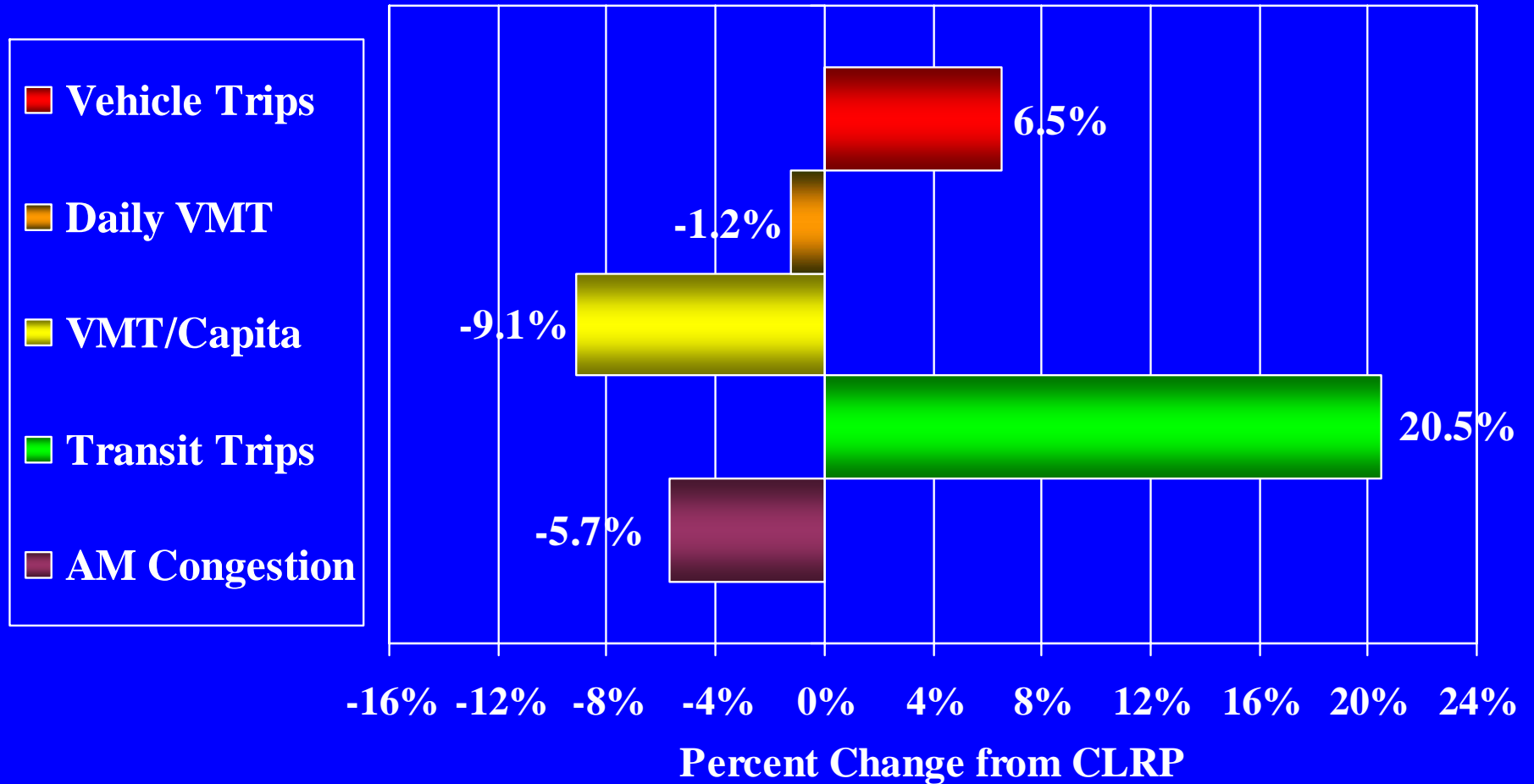
Jobs/Housing Imbalance

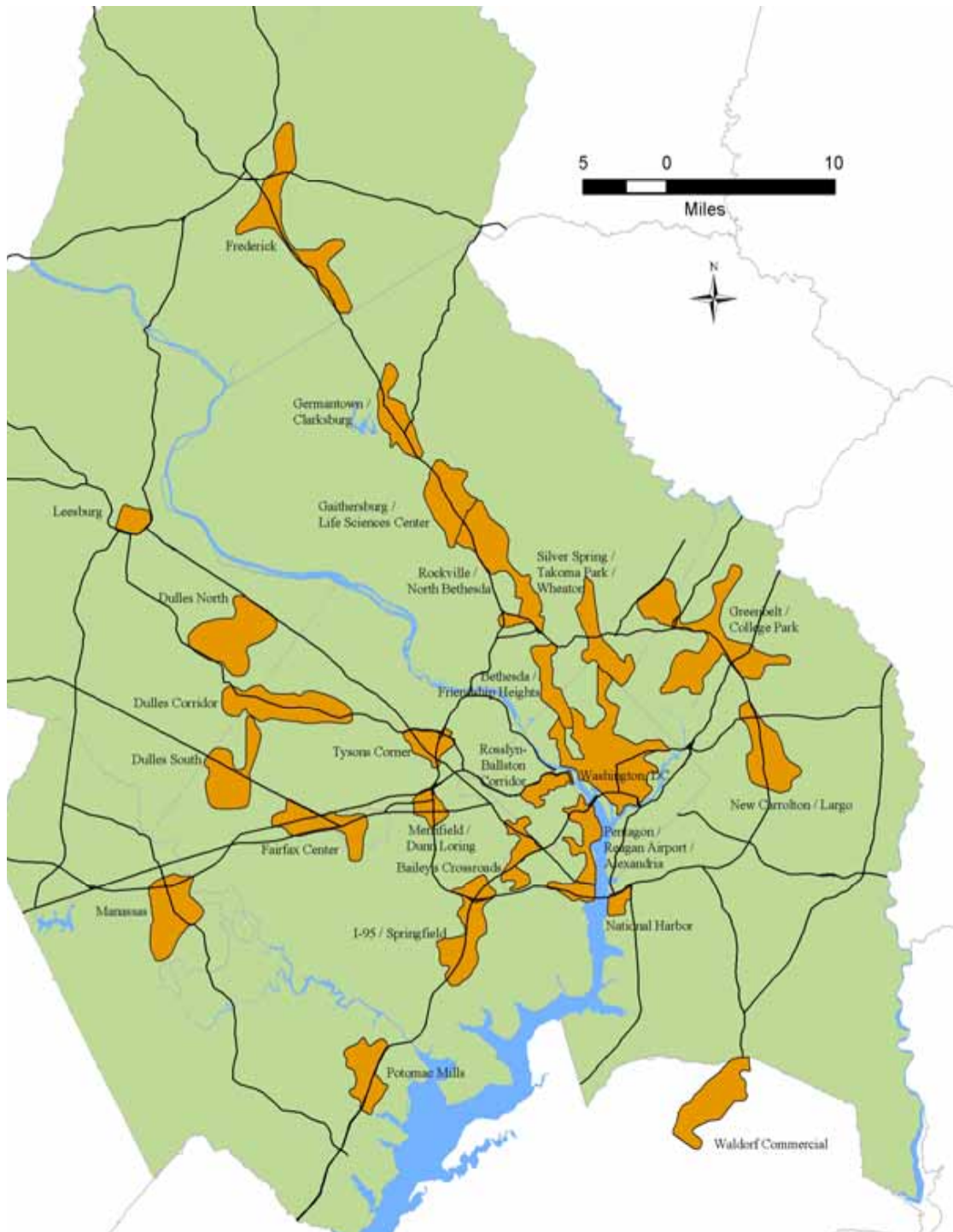
Comparison of Round 6.4 Household Growth Forecasts
with Household Growth Needed to Balance Forecast Job Growth



“Higher Household Growth in Region” Scenario

(200,000 more households than currently forecast by 2030, concentrated in Inner Suburbs and Core Area)





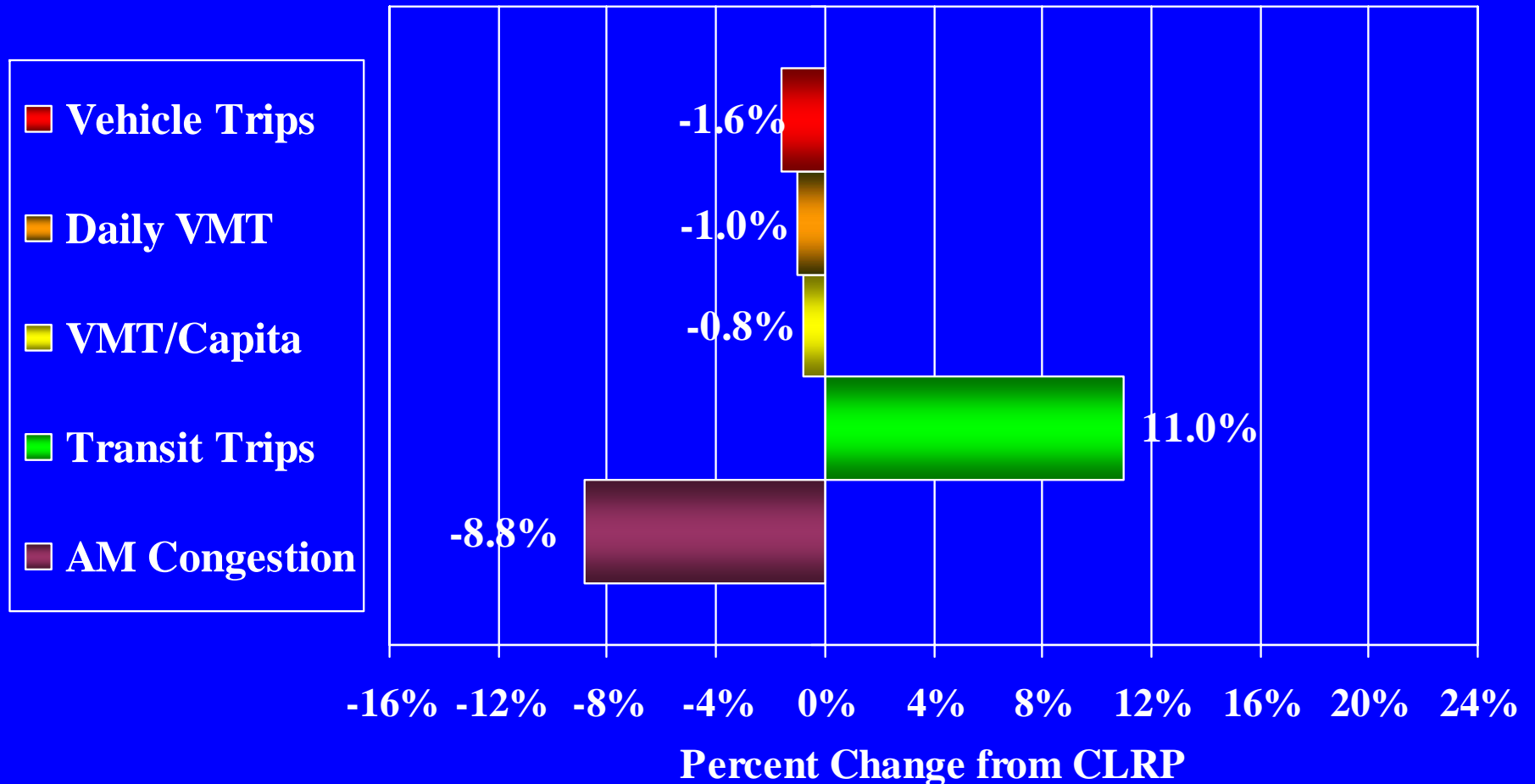
Proportion of Future Growth in Regional Activity Centers/Clusters

Round 6.4 Forecasts show from 2010 to 2030 Regional Activity Clusters will receive:

- 70% of the job growth
- 42% of the household growth

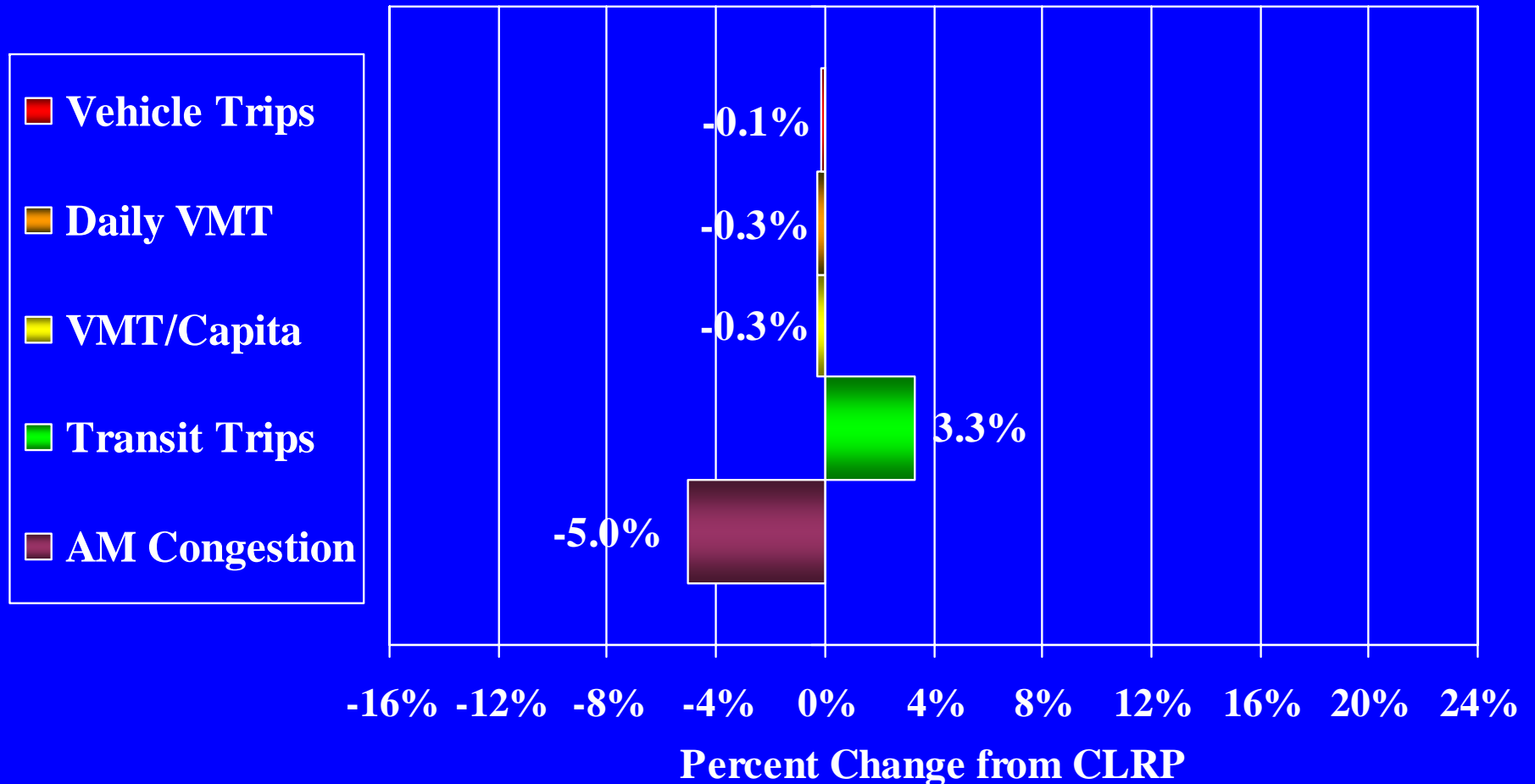
“More Household Growth in Inner Areas and Clusters”

(84,000 households in 2030 shifted from Outer Suburbs to Inner Suburbs and Core Area Employment Centers)



“More Job Growth in Outer Area Centers and Clusters”

(82,000 jobs in 2030 shifted from Inner Suburbs and Core Areas to Outer Suburban Employment Centers)

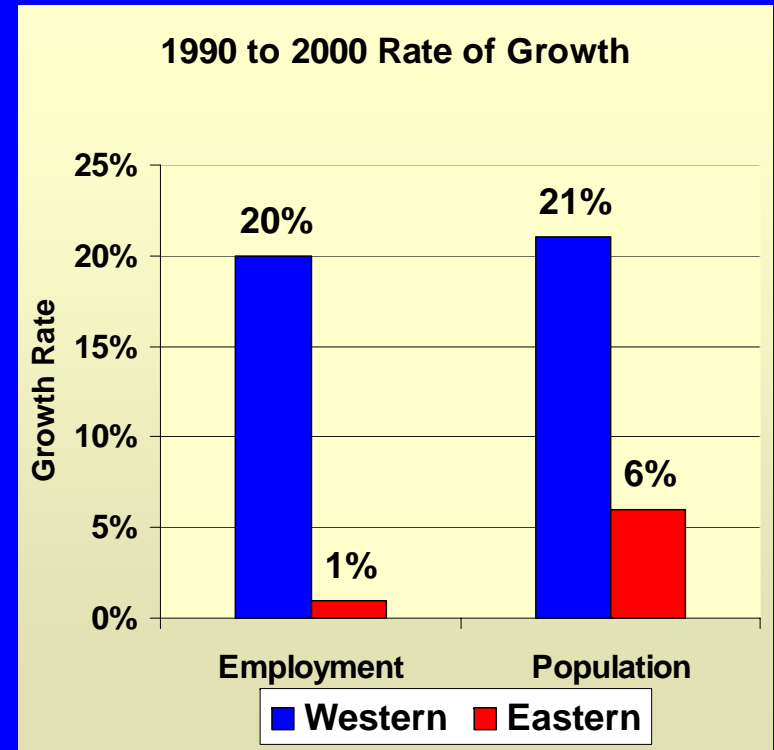


The "East-West Divide"
Based on The Brookings Institution "A Region Divided"



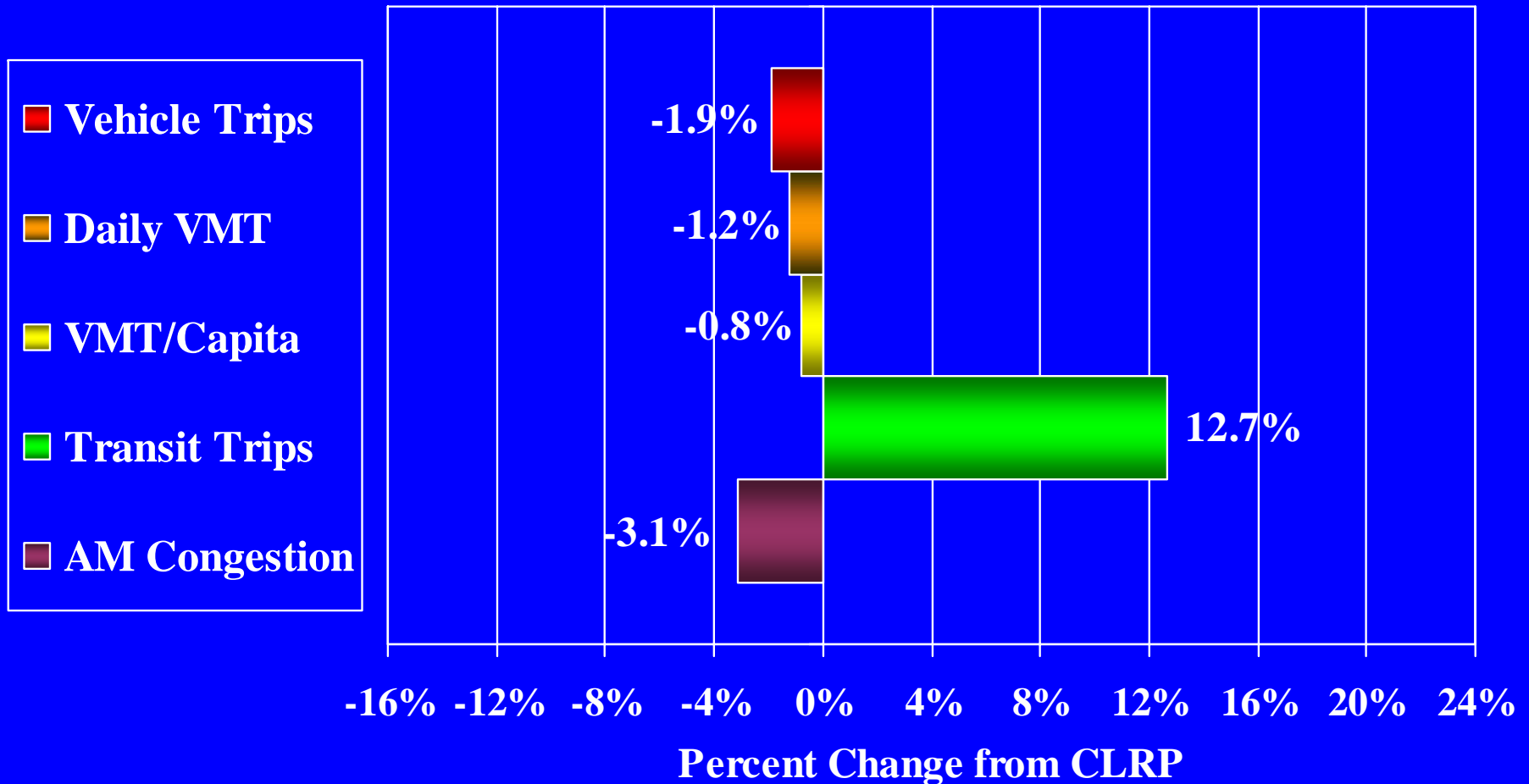
East-West Divide

The 1990 to 2000 rate of growth in the Western part of the region far outpaced the rate of growth in the Eastern part



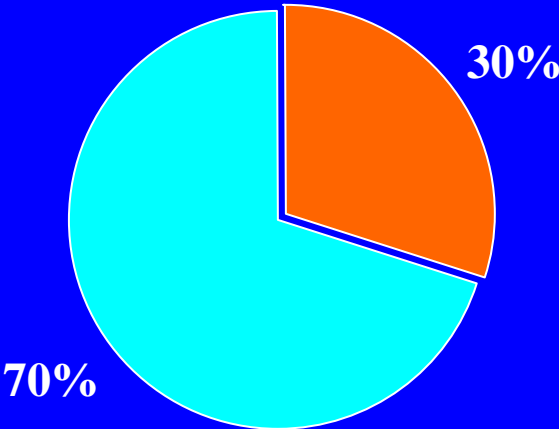
‘Region Undivided’ Scenario

(57,000 households and 114,000 jobs in 2030 shifted from the Western portion of the region to the Eastern portion)

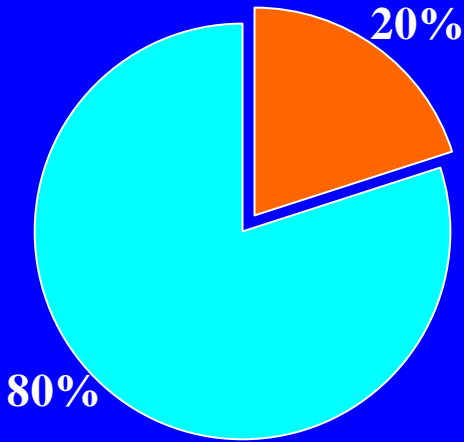


Transit-Oriented Development: Proportion of Round 6.4 Growth Inside and Outside of Current and Planned Transit Station Areas

**Employment Growth
2010-2030**

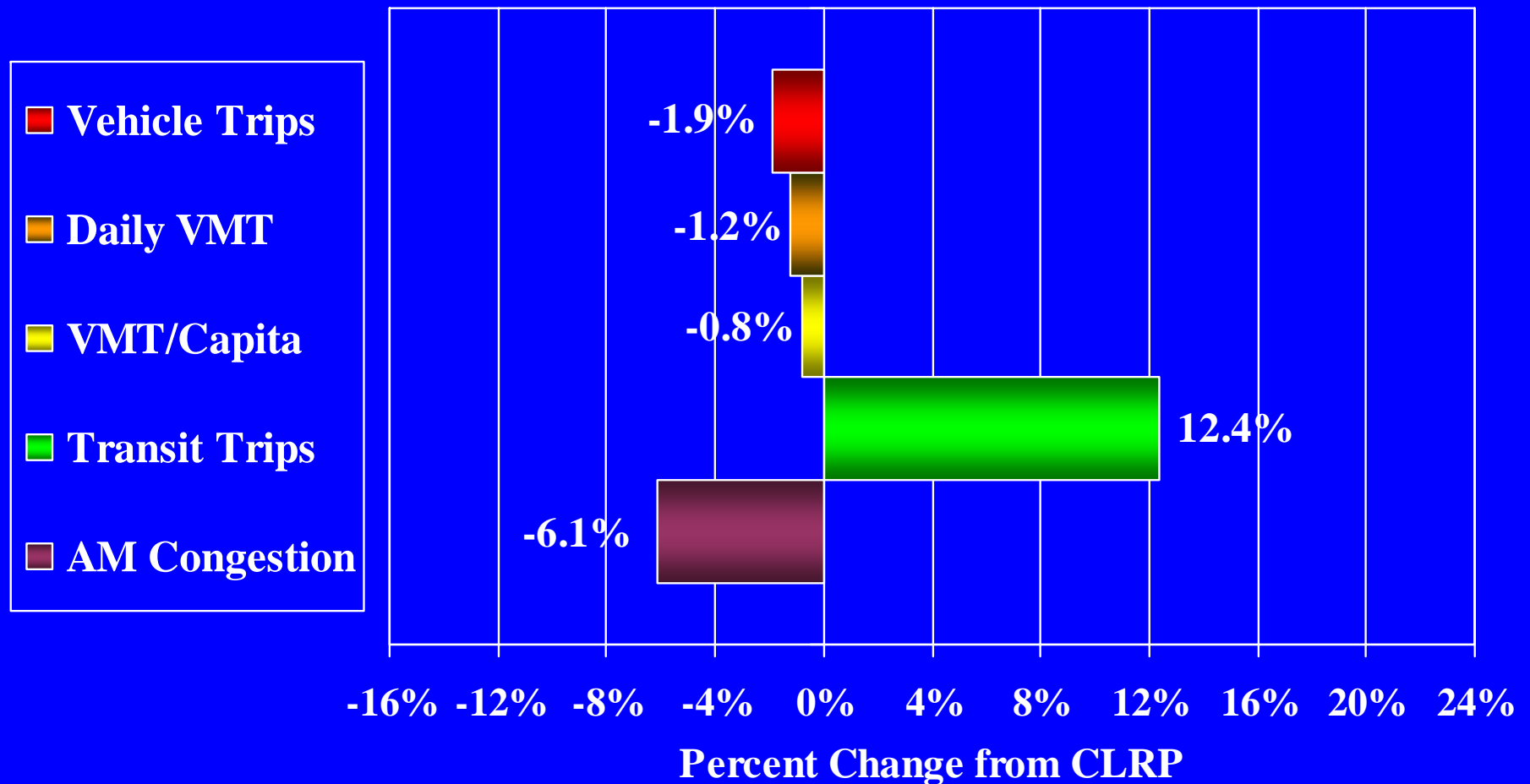


**Household Growth
2010-2030**



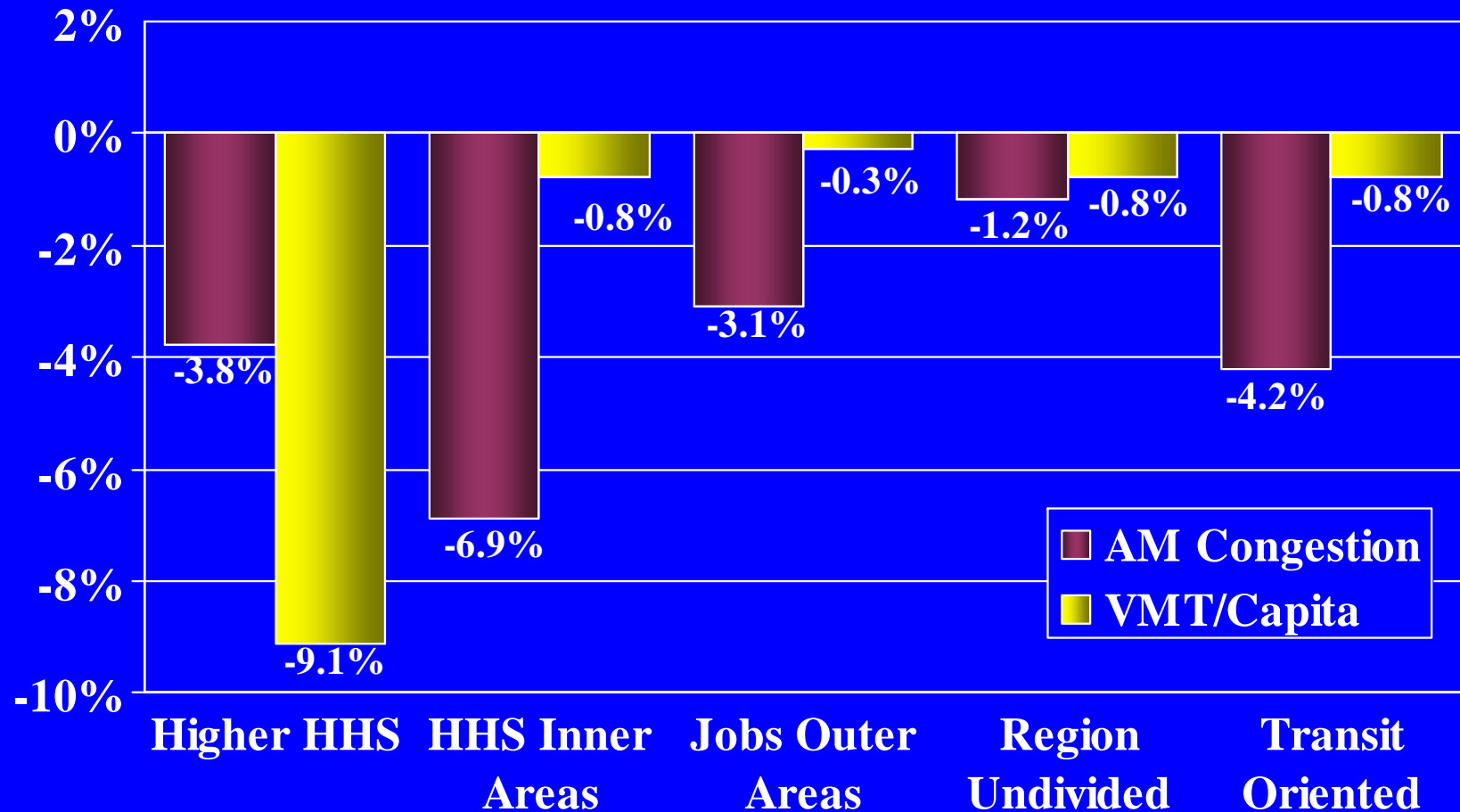
“Transit-Oriented Development” Scenario

(A shift of 125,000 households and 150,000 jobs in 2030 to areas planned to be well-served by transit from areas further away from current and future transit stops)



Summary Travel Model Results: AM Peak Period Congestion and VMT Per Capita Measures

Percent Change from CLRP



Next Phase of Study:

- **Develop and model alternative transportation scenarios together with the land use scenarios**
 - **HOV/HOT/Express Toll Lane scenario**
 - **Other scenarios increasing highway and transit capacity**
- **Combine some of these land use and transportation scenarios into “Composite Scenarios” for further evaluation**