

ITEM 13 - Action

July 18, 2012

Approval of Technical Assistance Recipients Under the FY 2013 Transportation/Land Use Connections (TLC) Program

Staff Recommendation: Receive briefing on the recommended TLC technical assistance recipients and approve them under the FY 2013 TLC program.

Issues: None

Background: On March 3, 2012 the Call for Project Applications for the FY 2013 TLC program was released. During March, the TLC brochure and application form were distributed to TPB member jurisdictions inviting applications for short-term technical assistance to advance their transportation and land use coordination activities. On March 23 a pre-application workshop was held. In June, a technical review committee met to review the applications received by the due date of May 16, and to develop a list of TLC technical assistance recipients recommended for funding. The review committee is chaired by Ms. Koster, TPB member representing the National Capital Planning Commission.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

ITEM 13

TO: Transportation Planning Board

FROM: Deborah Kerson Bilek
Department of Transportation Planning

SUBJECT: Proposed Projects for the FY 2013 Transportation/Land-Use Connections (TLC) Technical Assistance Program and Proposed Timeline for FY 2013 Project Completion

DATE: July 18, 2012

The TLC Project Selection Panel met on June 13, 2012 to review the applications and develop a list of recommended projects for the FY 2013 round of TLC technical assistance. At that meeting, the panel selected nine projects to recommend for TPB approval at the Board meeting on July 18.

FUNDING RECOMMENDATIONS

The TPB received a total of sixteen applications for the FY2013 TLC Technical Assistance Program. Fourteen of these applications were submitted for planning technical assistance, and two applications were submitted under the Design Pilot Program, which is being launched this year. Of the applications submitted for planning technical assistance: the District of Columbia submitted one application; Maryland jurisdictions submitted eight applications; and Virginia jurisdictions submitted five applications. Both applications submitted for the Design Pilot Project came from Maryland jurisdictions. The total application package requested amounted to \$763,300, with \$652,300 in requests for planning funds and \$111,000 in requests for design funds.

A brief description of all applications may be found in Attachment A.

The TLC selection panel recommends that the following projects be funded under the FY 2013 TLC Technical Assistance Program:

District of Columbia

- **Study of Affordable Housing with Access to Jobs via Multi-Modal Transit (\$60,000)**
The DC Office of Planning requested technical assistance for a study that will quantify the benefits of affordable housing locations with high quality access to employment

opportunities via walking, bus, and/or rail public transportation through surveying residents on issues such as income, length of employment, and ability to find and accept a job, and surveying property managers on issues such as vacancy and default rates. This concept builds on a multi-jurisdictional study that was funded in the FY2012 TLC cycle that evaluated affordable housing supply and demand in areas surrounding transit stations in several of the region's jurisdictions.

Maryland

▪ **College Park Metro Station – TOD Market Analysis (\$30,000)**

The City of College Park is seeking technical assistance for a market analysis to recommend development potential for 18.2 acres of property located less than 1/10 of a mile from the College Park-University of Maryland Metro Station, the MARC Camden Line, and a proposed Purple Line station. This project builds off of a 2008 Urban Land Institute Technical Assistance Panel Program, and will lay the groundwork for coordination between the City of College Park, Prince George's County, the Maryland-National Capital Park and Planning Commission, the Washington Metropolitan Area Transit Authority, and the University of Maryland.

▪ **Greenbelt Bus Stop Safety and Accessibility Study (\$30,000)**

The City of Greenbelt is requesting technical assistance for the completion of a bus stop and accessibility study that will evaluate the existing safety and accessibility of 136 bus stops within the City. The results of this technical assistance will contribute to a multi-year strategic plan for achieving system-wide safety and accessibility.

▪ **Montgomery County: Study to Establish Parking Credits Related To Bike Sharing (\$30,000)**

The Maryland-National Capital Park and Planning Commission is requesting technical assistance to review and analyze parking credits related to the construction of bike-sharing stations. This project will result in the development of a set of findings that address the relationship between the level and scope of bike-sharing and parking requirements within the same general geographic area. The applicant requested \$60,000; the TLC Panel recommends funding this project at \$30,000.

▪ **City of Rockville: Cross-Jurisdictional Development Impacts: Transportation Capacity Analysis (\$30,000)**

The City of Rockville is requesting technical assistance to conduct a transportation capacity study in a specific study area as a way to identify potential capacity improvements and recommend alternative transportation system analysis methods. The study area would focus on southern Rockville Pike, and include the City of Rockville's Twinbrook transit-oriented development, as well as the recently approved Montgomery County White Flint Area. The development in this study area is in part outside the city limits of Rockville, but has caused increased traffic volumes within Rockville itself. The analysis conducted through this project will therefore highlight transportation impacts across jurisdictional lines. The applicant requested \$60,000 for technical assistance for two study areas; due to funding

constraints, the TLC Panel recommends funding this project at \$30,000 to provide technical assistance for one study area.

- **City of Takoma Park: New Hampshire Avenue Multi-Way Boulevard Feasibility Study (\$50,000)**

The City of Takoma Park is requesting technical assistance to conduct a feasibility study to assess the viability of converting New Hampshire Avenue, an existing arterial state highway, into a multi-way boulevard. Similar to K Street in the District, a multi-way boulevard is characterized as a wide thoroughfare where faster moving through traffic in center travel lanes are separated by tree-lined medians from side lanes, which are designated for slower-moving traffic, on-street parking, and bicycle facilities. The multi-way boulevard concept proposes to enhance the pedestrian realm of the corridor, while maintaining faster moving through-traffic and regional transit vehicles. The intent of this feasibility study is to examine the environmental, transportation and utility impacts of converting New Hampshire Avenue into a multi-way boulevard. This study complements a FY2012 TLC project that developed a series of streetscape standards for the corridor that provide guidance for consistent streetscape improvements as properties redevelop along New Hampshire Avenue.

Virginia

- **City of Falls Church: Analysis of Transportation Demand Management along the Washington Street Corridor (\$40,000)**

The City of Falls Church is requesting technical assistance to develop recommendations to increase the use of alternative modes of transportation along the Washington Street Corridor, which connects the East Falls Church Metro Station (home to the Orange and future Silver lines) with the city's southern gateway at South Washington Street. Because the study area is located between a quarter-mile and a mile from the East Falls Church Metro Station, the study will contribute to a traffic demand management program that evaluates and promotes transit-oriented design principles beyond the traditional quarter-mile radius. The applicant requested \$60,000 to study three small areas; due to funding constraints, the TLC Panel recommends funding this project at \$40,000 with a scaled focus on two study areas.

- **Town of Middleburg/Loudoun County: Washington Streetscape Improvement Plan (\$30,000)**

The Town of Middleburg, with the endorsement of Loudoun County, is requesting technical assistance for a streetscape improvement project for the town's main street, Washington Street, which was a recipient of the 2010 American Planning Association Great Streets Award. The project will develop plans including cost estimates and implementation time-frame while considering a host of unique factors such as historic preservation, aging street lights, and a succession plan for overgrown trees.

Design Pilot Project

▪ **City of Frederick: East Street Trail Project Design (\$80,000)**

The City of Frederick is requesting funding for the design of a trail that includes a combination of bike lanes, sidewalk upgrades, and the development of a shared-use path. The project will benefit a large and established residential area and will provide access to new mixed-use and commercial developments. The new trail will connect to the MARC rail station and to a newly installed bike lane that leads to Frederick Memorial Hospital, Hood College, and Fort Detrick, which is the largest employer in Frederick County.

SUMMARY OF THE FY2013 TECHNICAL ASSISTANCE PROGRAM PROCESS

APPLICATION PROCESS

On March 6, 2012, the TPB issued a call for projects for the FY 2012 round of TLC technical assistance. The deadline for application submissions was May 16, 2012. TPB staff conducted an application workshop for the TLC Program on March 23, 2012. The application workshop provided an overview of the purpose of the TLC Technical Assistance Program, reviewed lessons learned from past projects, detailed the TLC application process, highlighted the evaluation criteria used by the selection panel to review the applications, and introduced the Design Pilot project. The workshop was also accessible through webinar software. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity to have TPB staff review project concepts and provide detailed feedback on how to develop a stronger TLC application. Abstracts were due on March 29, 2012, and applicants received feedback by April 17, 2012. TPB staff received seven abstracts.

For this application cycle, \$220,000 from the TPB's FY 2013 UPWP is available for technical assistance projects. Additionally, MDOT committed \$160,000 from its technical assistance account for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD). In the FY 2013 program, technical assistance is again being offered in amounts from \$20,000 to \$60,000.

SELECTION PROCESS

The TPB continues to use the selection process established in FY 2009. The following industry experts participated on the selection panel:

Julia Koster, AICP, Chair

Non-voting TPB Member

Director, Planning, Research, and Policy Division

National Capital Planning Commission

Thomas Bassett

Program Associate
American Planning Association

Jonathan Esslinger

Director, Transportation and Development Institute
American Society of Civil Engineers

Joel Mills

Director, Communities by Design
The American Institute of Architects

Jennifer Rosales

Senior Program Officer
Transportation Research Board

The selection panel met on June 13, 2012, to review the project applications and develop a list of recommended projects for the FY 2013 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to assess the proposed projects. TPB staff provided an overview of previous rounds of the TLC Technical Assistance Program and was available to answer any questions related to the Program. The selection panel reviewed each application and divided the projects into low-, medium-, and high-priorities for the TLC Program.

After additional analysis and review of the regional and local merits of each project, the selection panel developed a list of nine projects to recommend to the TPB for approval - eight projects to be supported with planning funds, and one to be supported under the Design Pilot project. The end result of the panel's deliberations is a slate of project recommendations that the selection panel endorses as the most locally and regionally beneficial.

The five planning projects that the selection panel recommended for funding in Maryland were forwarded to MDOT on June 30, 2011 for staff review. MDOT staff provided feedback on the Maryland project applications and supports the approval of these projects for funding under the FY 2013 round of TLC technical assistance.

PROPOSED PROJECT COMPLETION TIMELINE

On July 18, 2012, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2013 TLC Technical Assistance Program. Upon approval of the projects, TPB staff will immediately begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin immediately after consultant contracts are signed. It is anticipated that the projects will be completed by June 30, 2013.

NEW FOR FY2013: DESIGN PILOT PROGRAM

Based on recent experience relating to the federal TIGER program and on feedback received at the RPEN Kickoff Forum, the TLC program is for the first time including a Design Pilot Program as part of the FY 2013 TLC Program cycle. The Design Pilot Program dedicates up to \$80,000 (out of the \$220,000 available for the FY 2013 UPWP for TLC technical assistance) to be awarded to a jurisdiction to complete conceptual design/preliminary engineering for a previously completed TLC study or another completed planning study. The intent behind this pilot program is to provide a way to assist TPB member jurisdictions in advancing some of the TLC planning projects to implementation. The hope is that jurisdictions could use the TLC design funding to supplement local funding for conceptual design/preliminary engineering. Two applications were received for the Design Pilot Program.

TLC PROGRAM BACKGROUND

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. There are three major components to the TLC Program: the Regional Clearinghouse, the Technical Assistance Program, and the Regional Peer Exchange Network, which was initiated this past year.

At the close of the FY 2012 round of the TLC technical assistance program, the TPB had completed 56 technical assistance projects in all 20 of the TPB jurisdictions for a total of \$1,700,000. Eight projects were completed in the District of Columbia, 28 projects were completed in Maryland, and 18 were completed in Virginia. Two projects were multi-jurisdictional. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on "Completed Projects" under Technical Assistance Program.

The TLC technical assistance program began with a pilot phase in 2007, and continued with five fiscal-year phases in FY 2008, FY 2009, FY 2010, FY 2011, and FY 2012. Special funding for Virginia projects was provided in 2007 through the Virginia Department of Transportation (VDOT) 2007 Multimodal Planning Grants Program. Additional funding for projects in Maryland jurisdictions has been provided in FY 2008, FY 2009, FY 2010, FY 2011, and FY 2012 through Maryland's Technical Assistance account in the TPB's Unified Planning Work Program (UPWP), with the support of the Maryland Department of Transportation (MDOT).

Since FY 2009, the TPB has restructured the program to provide a range of funding for each project between \$20,000 and \$60,000. This funding range offers the potential for scaling applications to provide the greatest benefit for all applicants. Minor refinements were made to the application process as a result of additional recommendations from the Technical Committee and the TPB, including a longer period of time for the project solicitation and more detail required for applications requesting greater than \$30,000. The TPB also approved the use of an independent selection panel to oversee the project selection process for FY 2009 and

subsequent years. A TLC technical assistance program funding history may be found in Attachment B.

In FY 2012, the TLC Program grew to include a new initiative: the Regional Peer Exchange Network (RPEN), the goal of which is to provide a variety of opportunities and media through which to communicate information and best practices on TLC topics. The Regional Peer Exchange network was developed based on input from past TLC technical assistance recipients, the TLC Selection Panel, and recommendations from the Assessment of the TLC Program completed by Reconnecting America. Because TLC technical assistance recipients requested an opportunity to share information about their projects and learn about TLC best practices from other projects, the RPEN was developed to provide a collegial opportunity for this information exchange to occur. The FY2012 TLC cycle saw two successful RPEN events:

- September 2011 – Regional Peer Exchange Network Kickoff Forum
- February 2012 – Regional Peer Exchange Network Webinar: Exploring the Development Potential of Commuter Rail Station Areas

Projects completed through the TLC technical assistance program are summarized in Attachment C.

Transportation / Land-Use Connections Technical Assistance Program
Applications for PLANNING Assistance FY 2013 - May 16, 2012

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Budget Request
District of Columbia					
1	District of Columbia	District of Columbia Office of Planning	Affordable Housing with Access to Jobs via Multi-Modal Transit	The study will quantify the benefits of affordable housing with high quality access to employment opportunities via non-auto transportation to both the residents and rental property owners of affordable housing.	\$60,000

DC Total: \$60,000

Maryland					
1	City of College Park	Economic Development	College Park Metro Station - TOD Market Analysis	The project will develop a market analysis report that recommends a development program and construction phasing plan for redevelopment of 18.2 acres based on the short-term demand for housing, retail, office, and other uses near transit.	\$30,000
2	City of Greenbelt	Planning and Community Development	Greenbelt Bus Stop Safety and Accessibility Study	The product will include a multi-year strategic plan that will be used to guide transit investment decisions with the goal of achieving system-wide safety and accessibility.	\$30,000
3	Montgomery County	M-NCPPC	Financial Feasibility of Converting Strip Shopping Centers into Mixed-Use Developments	This project will conduct an assessment of the financial feasibility of mixed-use redevelopment of strip shopping centers in suburban locations, primarily focusing on several scenarios and case studies to determine minimum thresholds needed to create mixed-use developments.	\$50,000
4	Montgomery County	M-NCPPC	Updating Selected Data Components of Local Area Transportation Review (LATR) in Mixed Use Settings Within	The final product will be updated information on key variables related to trip reduction credits within CBD settings that can be used for estimating the likely impact of new development proposals/applications.	\$52,300
5	Prince George's County / Capitol Heights	Town of Capitol Heights and M-NCPPC	Capitol Heights Non-Motorized Transportation Study	This study will formulate recommendations to improve pedestrian safety and provide complete streets in the Town of Capitol heights, consistent with approved county plans.	\$30,000
6	Prince George's County	M-NCPPC	Pedestrian Safety and Healthy Communities in the Eastover Area	The study will identify and prioritize needed bicycle, pedestrian, and trail improvements in the Eastover area for use in future funding requests. The study will promote healthier and more active lifestyles through bicycling and walking.	\$30,000
7	City of Rockville	Department of Public Works	Regional Development Impacts: Transportation Capacity Analysis	This project will analyze impacts to regional transportation facilities by approved developments and identify potential capacity improvements to the transportation system.	\$60,000 *
8	City of Takoma Park	Housing and Community Development	New Hampshire Avenue Multi-Way Boulevard Feasibility Study	The project will result in a technical report that objectively outlines the financial, legal, and operational feasibility of advancing the New Hampshire Avenue multi-way boulevard concept to the stage of engineering and construction.	\$50,000 *

Maryland Total: \$332,300

Virginia					
1	City of Falls Church	Planning and Development Services	Transit-Oriented Development Within and Beyond the Quarter Mile	The study will develop a transportation demand management program for three of the eight opportunity areas identified in the City's Comprehensive Plan, which are located near existing or proposed transportation facilities that have potential for medium-to-high density, mixed-use redevelopment and TOD.	\$60,000 *
2	Loudoun County / Town of Middleburg	Town of Middleburg	Washington Street Streetscape Improvement Project	The product will be a plan for streetscape improvements that will make Washington Street more pedestrian friendly, while maintaining the historic and unique qualities of Middleburg's historic main street.	\$30,000
3	Prince William County	Department of Transportation	Pedestrian Facility Standards Inventory	The study will create a Pedestrian Plan that incorporates pedestrian connections to and within the County's multimodal nodes and mixed-use centers.	\$60,000
4	Prince William County	Planning Division	Redevelopment Area Plan and Tools	The study would review the effectiveness of the Redevelopment Overlay District (ROD) and recommend policy amendments, tools, and strategies to accomplish redevelopment.	\$60,000 *
5	Prince William County	Planning Division	Safe Routes to Schools (SRTS) Plan and Implementation Tools	The project would develop a SRTS Plan and analysis tool that would provide a succinct and coordinated implementation of the SRTS Plan for use during the rezoning and SUP review process.	\$50,000 *

Virginia Total: \$260,000

PLANNING TOTAL: \$652,300

* The project may be scaled to \$30,000.

Total Planning Funding Available - TPB/Regional: \$140,000

MDOT: \$160,000

Transportation / Land-Use Connections Technical Assistance Program
Applications for DESIGN Assistance FY 2013 - May 16, 2012

	Applicant Jurisdiction	Contact Agency	Project Title	Project Description	Budget Request
	Maryland				
1	City of Bowie	Planning and Economic Development	The Bowie Heritage Trail - Railroad Museum and 10th Street Park	Preliminary design for trail alignment in Phase 1 was completed in 2011 and concept plans were prepared for the Railroad Museum property and 10th Street Park which are major amenities at the focal point of The Bowie Heritage Trail system. Completion of 30 percent plans for the Railroad Museum and 10th Street Park will position the entirety of Phase 1 for future funding opportunities such as the MDOT Transportation Enhancement Program TEP.	\$31,000
2	City of Frederick	Planning and Engineering	East Street Rails with Trails	The project will complete 30 percent design for a 3 mile rails with trails project beginning at the Frederick MARC station in the historic downtown. The historic downtown has constrained roadways that require bicycle and pedestrian improvements to be developed specifically for this type of environment. The northern leg of the project is more easily completed with the conversion of a rail bed to a hiker biker trail.	\$80,000

DESIGN TOTAL: \$111,000

Total Design Funding Available: \$80,000

TPB Transportation/Land-Use Connections (TLC) Program Funding History

Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Funding	VDOT Funding
2007	District of Columbia	Potomac Avenue Metro Station Revitalization Strategy	\$ 20,000		
2007	Montgomery/Prince Ge	Takoma/Langley Crossroads Pedestrian Access and Mobility Study	\$ 20,000		
2007	Charles County	Development of Urban Roads Standards	\$ 20,000		
2007	Fairfax County	Automobile "Levels of Service" in Transit Station Areas	\$ 20,000		
2007	Prince William County	Scoping Assistance: Impacts of BRAC on the Potomac Communities	\$ 20,000		
2007	Multiple	Public Presentation on Density Issues	\$ 20,000		
2007	Loudoun County	Leesburg-Dulles Greenway Bus Rapid Transit Feasibility Study (Town of Leesburg)			\$ 20,000
2007	Fairfax County	A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts			\$ 20,000
2007	City of Manassas Park	City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station			\$ 20,000
2007	City of Falls Church	South Washington Street Corridor Planning			\$ 20,000
2007	City of Alexandria	A Review of the Transportation Management Plan (TMP) Program			\$ 20,000
2008	District of Columbia	"Multimodal Takoma!" - Development of a Multimodal Scorecard	\$ 20,000		
2008	District of Columbia	Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark	\$ 20,000		
2008	City of Bowie	Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station		\$ 20,000	
2008	City of Frederick	Assessment of Pedestrian Crossing Options at East Street and Carroll Creek	\$ 20,000		
2008	Frederick, City/County	Fort Detrick Area Transit and Non-Motorized Transportation Access Study		\$ 20,000	
2008	City of Greenbelt	Maximizing Transit Opportunities in Greenbelt		\$ 20,000	
2008	Montgomery County	Recommendations for the Bethesda Circulator (Bethesda Urban Partnership)	\$ 20,000		
2008	Prince George's County	Identification of Appropriate TOD Strategies for the Landover Metro Station Area		\$ 20,000	
2008	Prince George's County	Recommendations for "Complete Streets" in the Prince George's Plaza Transit District		\$ 20,000	
2008	Prince William County	Transportation and Land-Use Strategies for the Yorkshire Corridor	\$ 20,000		
2008	Arlington County	Parking Management Plans: Process Improvements for Parking in New Development	\$ 20,000		
2009	District of Columbia	Gateway Transportation Enhancement Project (NoMa BID)	\$ 50,000		
2009	City of Bowie	Pedestrian Trail System, Phase I Concept Development		\$ 20,000	
2009	Frederick County	MD-355 / MD-85 TOD Study		\$ 60,000	
2009	City of Greenbelt	Pedestrian and Bicycle Master Plan	\$ 30,000		
2009	City of Rockville	Complete Streets Policy	\$ 30,000		
2009	Prince George's County	Non-Motorized Transportation Study (Town of Cheverly)	\$ 10,000	\$ 20,000	
2009	City of Manassas Park	Marketing the Redevelopment Potential of TOD	\$ 20,000		
2009	Prince William County	Sustainability of Mixed-Use Development at Commuter Rail Stations	\$ 30,000		
2010	District of Columbia	Independent Shuttle Bus Consolidation Strategy for the Greater Brookland Community	\$ 25,000		
2010	District of Columbia	Golden Triangle Business Improvement District Design Standards (Golden Triangle BID)	\$ 30,000		
2010	Charles County	Waldorf Urban Transportation Improvement Plan	\$ 30,000		
2010	Prince George's County	Purple Line Bicycle Access and Bicycle Hub Location Study	\$ 30,000		
2010	Prince George's County	Interim Pedestrian Safety Measures for the New Carrollton Metro Station		\$ 30,000	
2010	Prince George's County	Pedestrian-to-Transit Accessibility Prioritization Project		\$ 30,000	
2010	Arlington County	Multi-Use Trail Traffic Control Study	\$ 30,000		
2010	Fairfax County	Wiehle Avenue Station Multimodal Mobility Needs Analysis	\$ 45,000		
2010	Prince William County	Harbor Station Multimodal Commuter Center	\$ 30,000		
2010	Montgomery County	Analyzing Transportation Impacts of Neighborhood-Scale Retail		\$ 40,000	
2011	District of Columbia	Van Ness / UDC Metro and Commercial Corridor Enhancement Study	\$ 30,000		
2011	Frederick County	Freight Transportation and Land Use Connections	\$ 60,000		
2011	Montgomery County	US 29 / Cherry Hill Area TOD Scenarios	\$ 40,000	\$ 10,000	
2011	Prince George's County	Central Avenue TOD Corridor Pedestrian and Mobility Study		\$ 30,000	
2011	Prince George's County	Naylor Road Metro Station Area Accessibility Improvement Study		\$ 30,000	
2011	City of Rockville	Accessibility and Rockville's TODs: Safer Walkways to Transit		\$ 30,000	
2011	Arlington County	Best Practices in Providing Bicycle Facilities in Streetcar Corridors	\$ 30,000		
2011	Prince William County	Pedestrian Facility Standards for Mixed-Use Development Centers	\$ 60,000		
2012	District of Columbia	Farragut Square Pedestrian Safety/Access Study	\$ 30,000		
2012	Montgomery County	Glenmont Community Visioning Workshop Plan		\$ 30,000	
2012	Prince George's County	Transitway Systems Study	\$ 20,000	\$ 40,000	
2012	City of Rockville	Bikeway Master Plan Update		\$ 30,000	
2012	City of Takoma Park	New Hampshire Avenue Streetscape Design Standards		\$ 30,000	
2012	Arlington County	ADA Evaluation	\$ 50,000		
2012	Fairfax County	Multimodal Transportation Hubs in Tysons Corner	\$ 60,000		
2012	Multiple	TOD Housing Needs Analysis for District of Columbia, Prince George's County and Alexandri	\$ 60,000		
TOTAL:			\$ 1,070,000	\$ 530,000	\$ 100,000
TOTAL TLC FUNDING:				\$	1,700,000

**TRANSPORTATION/LAND-USE CONNECTIONS (TLC) PROGRAM
TECHNICAL ASSISTANCE PROJECTS
Fiscal Years 2007-2012**

PILOT PHASE – FY 2007 (March – June 2007)

**Langley/Takoma Crossroads Pedestrian Access and Mobility Study
Montgomery/Prince George’s Counties**

This pedestrian safety study supports planning efforts for the Takoma/Langley Park Crossroads Sector Plan, which among other things is expected to be a location for the planned Purple Line light rail project. This study won an award in February 2008 from the National Capital Region Chapter of the American Planning Association.

**Development of Urban Roads Standards
Charles County (St. Charles Urbanized Area)**

These recommendations will be used to revise the county’s Urban Road Design Standards to accommodate the county’s vision for denser, walkable communities with a mix of residential, commercial, and community amenities.

**Automobile “Levels of Service” in Transit Station Areas
Fairfax County**

This report provides a summary of best practices from jurisdictions around the country that have taken steps to balance multi-modal options in transit oriented developments.

**Scoping Assistance: Impacts of BRAC on the Potomac Communities
Prince William County**

A scope of work was developed for use in the county’s application for Department of Defense funding and to incorporate potential Base Realignment and Closure (BRAC) transportation and land use impacts into the Potomac Communities Revitalization Plan.

**Potomac Avenue Metro Station Revitalization Strategy
District of Columbia**

The “Potomac Avenue Revitalization Strategy” prioritizes planning elements which will be analyzed during the full planning effort for this neighborhood.

**“Understanding Density” – Public Presentation on Density Issues
For Use in Multiple Jurisdictions As Requested**

A presentation has been developed on key issues related to density. The first presentation is currently scheduled for the College Park City Council on April 15, 2008.

VDOT MULTIMODAL GRANT PROGRAM FUNDING (initiated fall 2007)

**Leesburg-Dulles Greenway Bus Rapid Transit (BRT) Feasibility Study
Leesburg (Loudoun County)**

This analysis looked at the potential for Bus Rapid Transit (BRT) from Leesburg to the terminus station of the Dulles Metrorail extension.

A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts

Fairfax County

An analysis of several rezoning cases in Fairfax County compared the current built environment with past estimates of land use and transportation conditions.

City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station

Manassas Park

This study supported the city's goal of "creating a livable, walkable, mixed-use city center focused on the Virginia Railway Express (VRE) and Potomac and Rappahannock Transportation Commission (PRTC) mass transit systems."

South Washington Street Corridor Planning

Falls Church

This project identified the transportation strategies and investments needed to facilitate the desired land-use vision for this corridor, and addressed issues such as site access, on-street parking locations, and pedestrian and transit improvements.

A Review of the Transportation Management Plan (TMP) Program

Alexandria

This study provided recommendations for improving the Alexandria Transportation Management Plan (TMP) Program, which was designed to increase multimodal transportation use around dense development.

FY 2008 ROUND

"Multimodal Takoma!"— Development of a Multimodal Scorecard

District of Columbia

At the request of the District Office of Planning, a "scorecard" was developed to evaluate current multimodal access and potential improvements for the area surrounding the Takoma Metrorail Station.

Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark

District of Columbia

This study for the District Department of Transportation analyzed data on parking management for the new ballpark area and provided recommendations for performance-based parking regulations.

Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station

Bowie

A classic public involvement tool, a "charrette," was used to gather feedback on a pedestrian link between a city revitalization area, Old Town Bowie, and the MARC commuter rail station, where a mixed-use center is planned near Bowie State University.

Assessment of Pedestrian Crossing Options at East Street and Carroll Creek

City of Frederick

This study examined alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, became the new gateway to the city in the fall of 2009.

**Fort Detrick Area Transit and Non-Motorized Transportation Access Study
Frederick County/City of Frederick**

This analysis identified the needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to the forthcoming Base Realignment and Closure (BRAC) changes.

**Maximizing Transit Opportunities in Greenbelt
Greenbelt**

This project assessed existing transit options and future transit opportunities in Greenbelt, and made recommendations to ensure maximum use and efficiency of transit.

**Recommendations for the Bethesda Circulator
Bethesda Urban Partnership (Montgomery County)**

This study examined the current service and route of the Bethesda Circulator to identify possible improvements and future expansions to enhance circulation in central Bethesda, a well-established area of transit-oriented development.

**Identification of Appropriate TOD Strategies for the Landover Metro Station
Prince George's County MNCPPC**

This report recommended strategies for transit-oriented development (TOD) around the Landover Metro Station. An analysis of an area like Landover that is semi-industrial and potentially environmentally degraded provided new perspectives to the TLC program.

**Recommendations for "Complete Streets" in the Prince George's Plaza Transit District
Prince George's County MNCPPC**

This study identified pedestrian and bicycle needs, and provide recommendations to develop "complete streets" near this Metro station. A complete streets approach recognizes that streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities. This TLC project recognizes that complete streets are an essential part of transit-oriented development.

**Transportation and Land-Use Strategies for the Yorkshire Corridor
Prince William County**

Strategies were developed for transportation and land use that would help realize the county's vision for a vibrant community along Route 28, which is typical of the post-war strip retail corridors that have arisen in suburban areas across the country, and is an area long identified by the county for redevelopment.

**Parking Management Plans: Process Improvements for Parking for New Development
Arlington County**

This project reviewed the current approval processes for site plans and parking management plans. The study also recommended measures to incorporate parking management earlier in the development process.

FY 2009 ROUND

Gateway Transportation Enhancement Project

NoMa Business Improvement District (District of Columbia)

This TLC project provided streetscape enhancements that complement the reconstruction of the New York and Florida Avenue, NE, intersection as a virtual traffic circle. Recommendations included complete streets and sustainable design principles to enhance pedestrian and bicycle connectivity, wayfinding, and safety around the intersection, while greening the public realm.

Pedestrian Trail System, Phase I Concept Development

Bowie

The Bowie City Council approved an amendment to the City Trails Master Plan to include recommendations from an earlier TLC project. This project refined plans for the highest priority segment of the trail system, helping stakeholders to focus on the details of this first segment of the overall project through concept development, visualizations, and sketch renderings.

MD-355 / MD-85 TOD Study

Frederick County

This project identified ways to enhance transit oriented development through short-term bicycle, pedestrian, and transit improvements and by reviewing long-term land-use recommendations. The final product included recommendations for incorporating study findings into an upcoming small area plan. This project was a joint effort between the Frederick County Division of Planning, Frederick TransIT, and the Frederick County Office of Economic Development.

Pedestrian and Bicycle Master Plan

City of Greenbelt

This plan was designed to help Greenbelt improve connectivity between neighborhoods so that pedestrians and bicyclists can reach major destinations. The consultant worked with the Advisory Planning Board to coordinate citizen input, assess gaps in existing infrastructure, and design solutions to improve connectivity.

Non-Motorized Transportation Study

Town of Cheverly (Prince George's County)

The project provided recommendations to improve connectivity for pedestrians and bicyclists to major destinations within Cheverly, including the Cheverly Metrorail Station, the Prince George's Hospital Center, the community retail and shopping area, and the largely industrial area between Cheverly and the Anacostia River.

Complete Streets Policy

City of Rockville

Assistance from the TLC Program provided Rockville with resources towards the development of a Complete Streets Policy requiring that city streets are planned, designed, constructed, and maintained to enable safe access for all users. The final product included recommended revisions to the City's "Standards and Details for Construction" to incorporate design standards for new and retrofit projects that contain the most current multimodal design standards.

Marketing the Redevelopment Potential of TOD

City of Manassas Park

Building off a previous TLC project, this marketing plan provided a TOD vision for the land around the Manassas Park VRE Station. Several parcels are already under development to create “City Center,” a dense, mixed-use community adjacent to the VRE station. This project provided a marketing scheme for Manassas Park to use in identifying and reaching potential investors to develop the remaining vacant parcels and redevelop existing industrial parcels in accordance with the vision.

Sustainability of Mixed-Use Development at Commuter Rail Stations

Prince William County

Focusing on the Woodbridge VRE Station, this project provided strategy and policy recommendations for reviewing development adjacent to commuter rail stations and making long-range land-use and transportation planning decisions for these facilities. This project was completed in collaboration with the Prince William County Office of Planning and Department of Transportation, as well as the Potomac Rappahannock Transportation Commission (PRTC), VRE, and VDOT.

FY 2010 ROUND

Independent Shuttle Bus Consolidation Strategy (ISBC) for the Greater Brookland Community District of Columbia

This project developed recommendations for a consolidation strategy that will both address the operational issues posed by the current arrangement and improve mobility and access to Metro. Streamlining various existing shuttle services in the Brookland area could reduce operations costs, decrease vehicular traffic, and encourage Metro transit use by improving shuttle service.

Golden Triangle Business Improvement District Design Standards

District of Columbia

This project evaluated and refined previously-developed draft streetscape guidelines developed by the BID and recommended implementation strategies. Enhanced design standards will serve to create a cohesive feel for the neighborhood. Low Impact Development (LID) techniques were an integral part of this project.

Waldorf Urban Transportation Improvement Plan

Charles County

By reviewing the layout, functionality, and interconnectivity of all transportation modes, the county hopes to create a completely integrated transportation network capable of sustaining a walkable community in Waldorf. This project assessed a proposed conceptual transportation network and determined an implementation plan for public and private investment for construction.

**Purple Line Bicycle Access and Bicycle Hub Location Study
Prince George's County**

This study identified locations for bikeway and sidewalk locations along the entire segment of the Purple Line in Prince George's County. The project identified complete streets components for the areas surrounding future transit stations. The study provided recommendations for implementation that will result in better and safer bicycle and pedestrian access to future transit-oriented development locations adjacent to the Purple Line.

**Multi-Use Trail Traffic Control Study
Arlington County**

This project analyzed traffic control signage, markings and signals on two of Arlington's busiest shared-use trails and proposed modifications to create a more consistent, rational, predictable and ultimately safer traffic control environment for all trail users and those crossing the trails. The recommendations in this project will be used by transportation engineers to better design Arlington's non-motorized facilities.

**Wiehle Avenue Station Multimodal Mobility Needs Analysis
Fairfax County**

This project improved upon a multi-modal evaluation tool previously developed for a TLC project for the Takoma neighborhood of Washington DC, to evaluate an array of potential projects to accommodate the mobility the needs of pedestrians, bicyclists, local bus, and auto users at the new Metrorail Station at Wiehle Avenue in Reston.

**Harbor Station Multimodal Commuter Station
Prince William County**

This study examined the possibilities of creating a multimodal commuter center served by commuter rail, bus and ferry services around a planned mixed-use development at Harbor Station. This project involved close coordination with PRTC, VDOT and VRE.

**Interim Pedestrian Safety Measures for the New Carrollton Metro Station
Prince George's County**

This project used New Carrollton as a case study to show how a package of interim short-term measures for making communities walkable and transit-oriented. The consultant identified a set of treatments and other approaches that can deliver quick safety improvements at minimal cost.

**Pedestrian-to-Transit Accessibility Prioritization Project
Prince George's County**

Drawing upon a wealth of existing data, this project identified priorities for pedestrian access improvements at Prince George's 15 Metrorail stations and at the future Langley Park Transit Center. The project developed a methodology with criteria for prioritization and created an accessibility matrix that identified and prioritized the locations of highest need.

Analyzing Transportation Impacts of Neighborhood-Scale Retail Montgomery County

This project examined the accuracy of trip generation rates currently used by the county in urbanizing areas where vehicle trips for neighborhood-serving retail services may be overestimated. This project collected and developed a report that recommended improvements to trip generation rates used by the county for retail/basic services. The recommendations may be considered for incorporation into the county's development review process.

FY 2011 ROUND

Van Ness / UDC Metro and Commercial Corridor Enhancement Study District of Columbia

This project developed a set of guidelines, recommendations, and low impact streetscape design options to enhance bicycle and pedestrian connections to the Metro station. The result is a plan that will make Metro and local retail more accessible and attractive to area residents, thus reducing vehicle use related to working, recreation, and shopping.

Freight Transportation and Land Use Connections Frederick County

This study reviewed freight-dependent land-use designations for opportunities to maximize the utility of freight rail and truck corridors. The final product includes recommendations for implementation and incorporation of study findings into upcoming small area and corridor plans, and local and regional transportation plans. This was the first TLC project that focused on freight movements.

US 29 / Cherry Hill Area TOD Scenarios Montgomery County

This project developed a sketch-level review of three alternative TOD scenarios for the US 29 / Cherry Hill area to match conceptual development types and densities to a range of supportive transit services. The final product included an opportunities/constraints report on the alternative TOD scenarios with recommendations for Planning Department application in subsequent Cherry Hill Area master plan analysis.

Central Avenue TOD Corridor Pedestrian and Mobility Study Prince George's County

The project focused on a pedestrian safety and mobility study of the Central Avenue Corridor to recommend how to improve pedestrian safety and retrofit existing roads to accommodate pedestrians and cyclists. The pedestrian element of the study presented the pedestrian environment as a community system of interwoven pathways, sidewalks, and open spaces with an emphasis on improving mobility and safety.

Naylor Road Metro Station Area Accessibility Improvement Study Prince George's County

The study identified barriers to pedestrian and bicycle mobility and recommend short-term actions to improve connectivity and safety within the Naylor Road Metro Station area. The

consultant identified options to address missing links, intersection shortcomings, such as a lack of crosswalks and bike lanes, and safety concerns such as intersections without signage, lighting, or pedestrian countdown signals.

Accessibility and Rockville's TODs: Safer Walkways to Transit

City of Rockville

This project provided design concepts for safer pedestrian walkways that improve accessibility to the Twinbrook Metro Station. Improvements around the Twinbrook Metro station will have the long-term impact of better access and safety, greater transit use, increase in walking/biking to transit, and reduced vehicle emissions.

Best Practices in Providing Bicycle Facilities in Streetcar Corridors

Arlington County

The consultant identified best practices for the design and operation of corridors that include both streetcars and bicyclists, and recommend options for incorporating bicycle facilities in the redesign of the Columbia Pike Corridor. Without proper design and operation of streetcar and bicycle facilities in the Columbia Pike corridor, the streetcar could become a barrier to safe bicycling.

Pedestrian Facility Standards for Mixed-Use Development Centers

Prince William County

The project developed a pedestrian facility gap analysis and created a set of new standards and typical sections for sidewalks and streets in the County's newly adopted activity centers. This project will allow the County to implement the strategies within the newly adopted Transportation Plan by examining where pedestrian facilities are needed to connect the transit system, activity center, and other significant destinations.

FY2012 ROUND

District of Columbia : Pedestrian Safety and Accessibility Study in the Farragut Square Area

The consultant identified a number of potential alterations to the area around Farragut Square to improve pedestrian safety and accessibility, including sidewalk widening, road diets, bus rerouting, and signal timing changes, among others. The final product spells out both the challenges that were identified by the consultants and the clients and the recommended changes to address them.

Multijurisdictional: Prince George's, D.C., Alexandria –Transit-Oriented Development Housing Needs Analysis

Affordable housing supply and demand were evaluated in areas surrounding transit station areas in Prince George's County, the District of Columbia, and the City of Alexandria. This assessment was then used to prioritize locations most in need of transit-oriented affordable housing investment. This project represented the first multi-state collaboration on a request for TLC technical assistance. It was also the first application received on the subject of affordable housing.

Montgomery County: Glenmont Community Visioning Workshop Plan (\$30,000)

This project developed a comprehensive vision for the Glenmont Metro Station area through a community visioning workshop to identify a list of creative and promising strategies to bring smart growth to the Glenmont Metro Station area. This effort engaged a disenfranchised community comprised of low- to medium-income residents, many of whom are minorities.

Prince George's County: Transitway Systems Study (\$60,000)

This project provided a comprehensive study of transitway alignment and modal options in the county and developed and evaluated ways to integrate the countywide transitway network with the preferred growth and development pattern envisioned by the 2002 Approved Prince George's County General Plan.

City of Rockville: Bikeway Master Plan Update (\$30,000)

This study updated the City's Bikeway Master Plan and refocused the plan on improving Rockville's multimodal transportation network with an enhanced connection to existing and future land uses. The final product included recommendations for incorporating bikeways as transportation facilities in development review processes. The best practices developed through this project will be replicable in other jurisdictions.

City of Takoma Park – New Hampshire Avenue Streetscape Design Standards

The streetscape design standards developed as part of this project provide streetscape specifications that address public realm elements while incorporating green technology to create an urban corridor along New Hampshire Avenue that is safe, attractive, and sustainable. The final streetscape design standards booklet will be used by the City and local developers to ensure consistent selection of streetscaping materials, products, and plant species along the route as incremental redevelopment occurs in future years.

Arlington County: Arlington ADA Evaluation (\$50,000)

The study evaluated the County's right-of-way according to the standards of the Americans with Disabilities Act (ADA), and identified deficiencies near transit access. Arlington also sought to develop the framework of a future County ADA Transition Plan to resolve deficiencies identified during the evaluation. This is the first project on the subject of improving transportation options for persons with disabilities.

Fairfax County: Development and Implementation of Multimodal Transportation Hubs in Tysons Corner (\$60,000)

This study determined where Multi-Modal Transportation Hubs should be located in Tysons, what services should be offered, and what space requirements will be needed to implement them through taking advantage of four new Metrorail Stations in Tysons Corner to transform Tysons Corner from an auto-oriented, suburban, edge city into a vibrant, dense, walkable, transit-oriented urban center. Multi-Modal Transportation Hubs were intended to provide alternative mode transportation options for transit users to reach their final destinations that are beyond walking distance of transit stations/routes, as well as to allow residents and workers to travel within Tysons without the need to own or use a private vehicle.