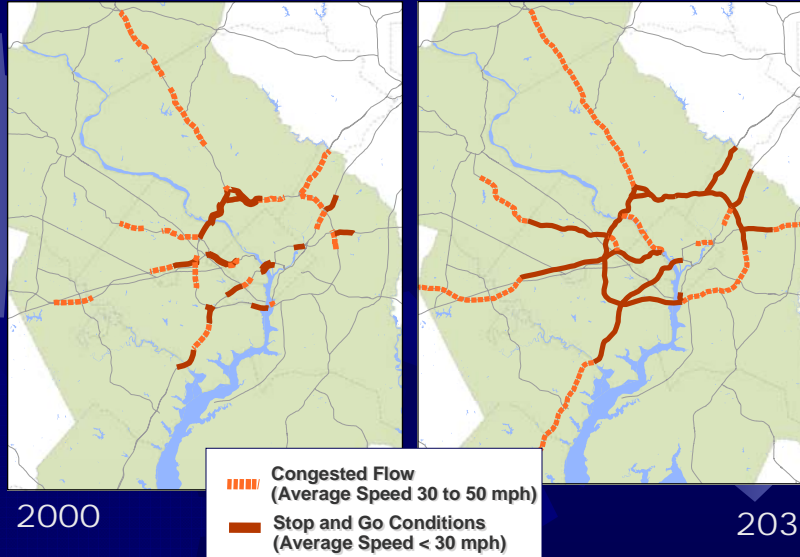


Most of the Beltway Will Be Stop and Go

Evening Highway Congestion 2000 and 2030

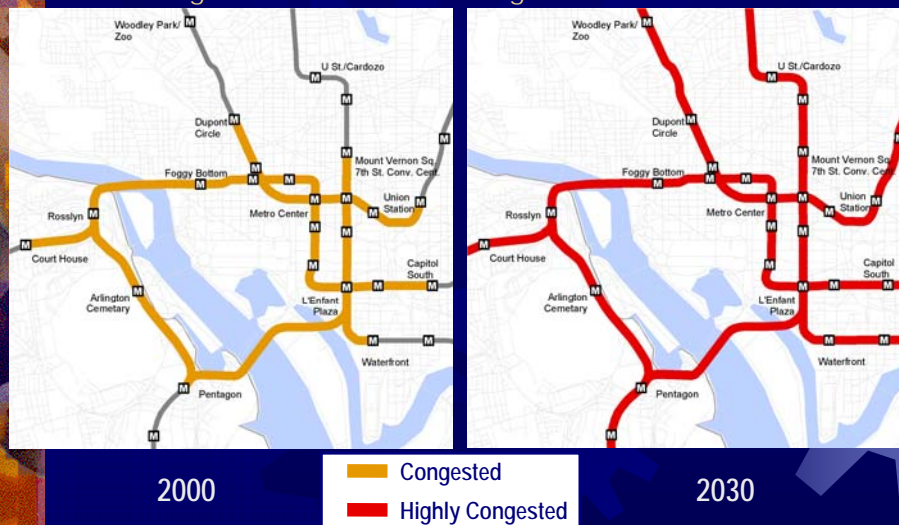


2000

2030

Metro Platforms and Trains Will Be Packed

Morning Peak-Hour Transit Congestion: 2000 and 2030



2000

2030

Most Transportation Dollars Are Needed for Maintenance

New Roads and Transit*

23%

77%

Operations & Preservation*

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

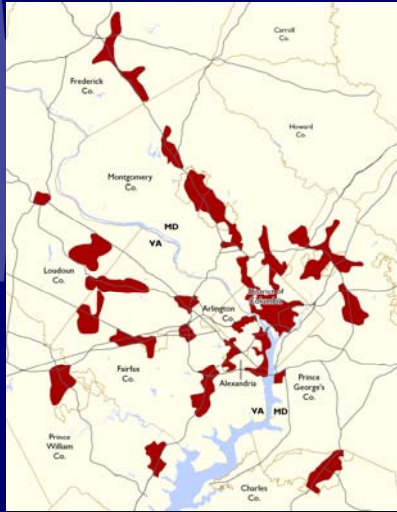
7

Study of "What If" Scenarios

- *What if* job and housing growth were shifted? *What if* new roads or transit were built?
- How would 2030 travel conditions change?
- Not looking at "how to," just "what if."

8

The Study focuses on Regional Activity Centers



Intended to
be focal
points for jobs
and housing,
and nodes for
transportation
linkages.

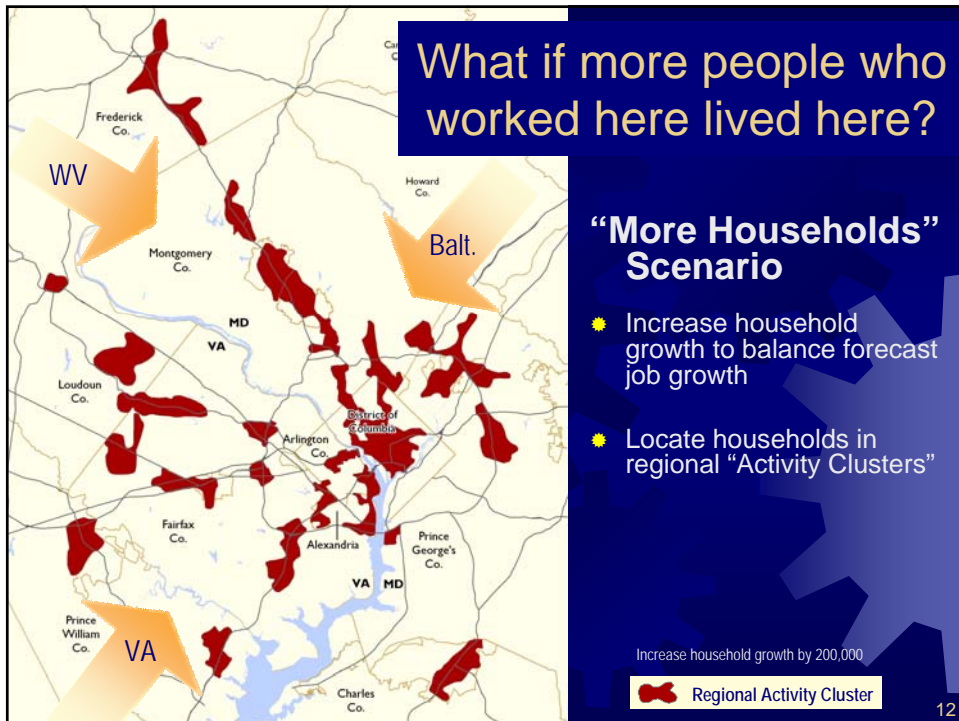
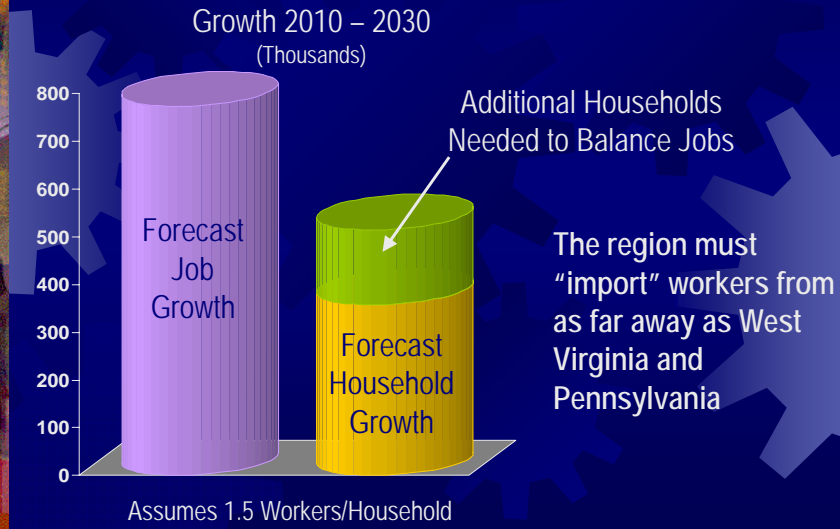
9

Developing the Scenarios:

What are **key issues**
related to land use and
transportation?

10

Issue #1: Job Growth is Outpacing Household Growth



Issue #2: Workers are Living Farther Away from Their Jobs

- Inner jurisdictions – most job growth
- Outer jurisdictions – lion's share of household growth

How Far Is Too Far?

Developer Plans 4,300 Homes 100 Miles From D.C.




13

What if people lived closer to their jobs?

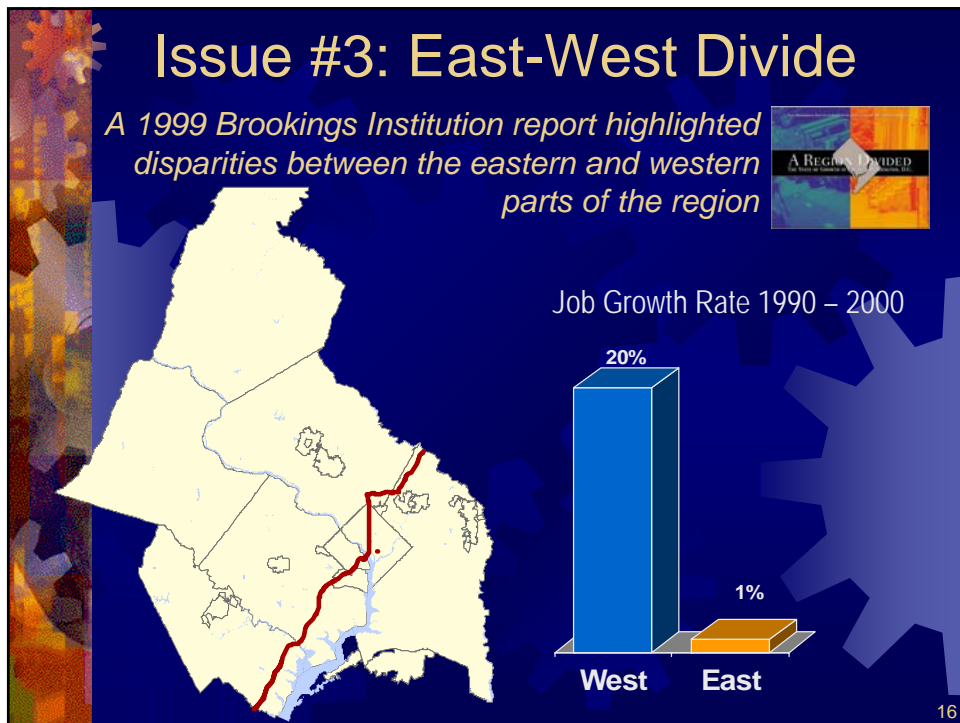
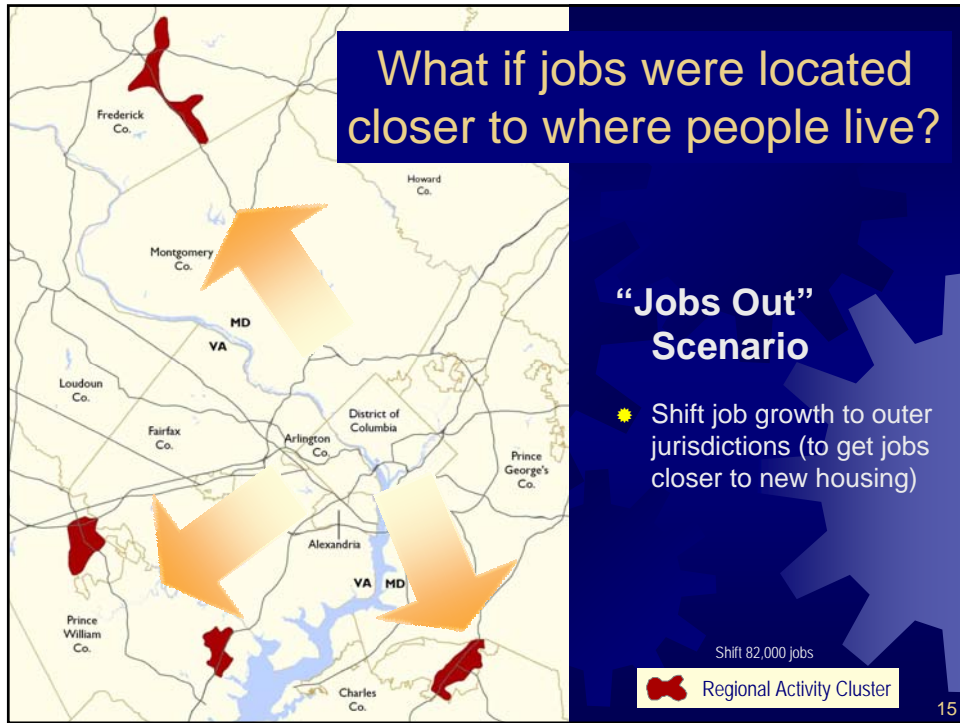
“Households In” Scenario

- Shift household growth within the region from outer to inner jurisdictions (to get people closer to jobs)

Shift 84,000 households

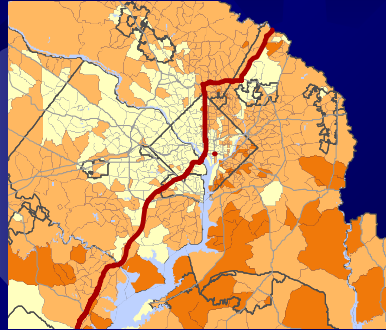
 Regional Activity Cluster

14



Issue #3: East-West Divide

West-bound travel clogs the roads during morning rush hour

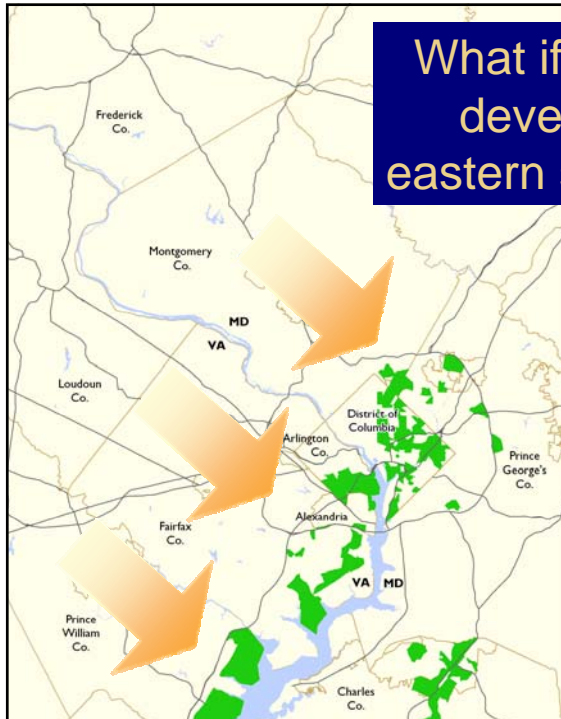


Average Commute Time

- Up to 30 minutes
- Up to 40 minutes
- Over 40 minutes



What if there were more development on the eastern side of the region?



“Region Undivided” Scenario

- Shift job and household growth from West to East

Shift 57,000 households and 114,000 jobs

Areas Receiving Job Growth

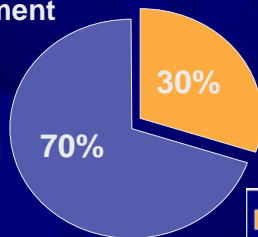
Under the Region Undivided Scenario, Largo Town Center would have three times as many jobs...

With densities that might look something like this:

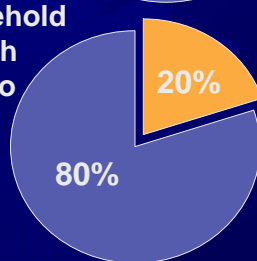


Issue #4: Most Growth Located Outside Transit Station Areas

Employment Growth 2010 to 2030

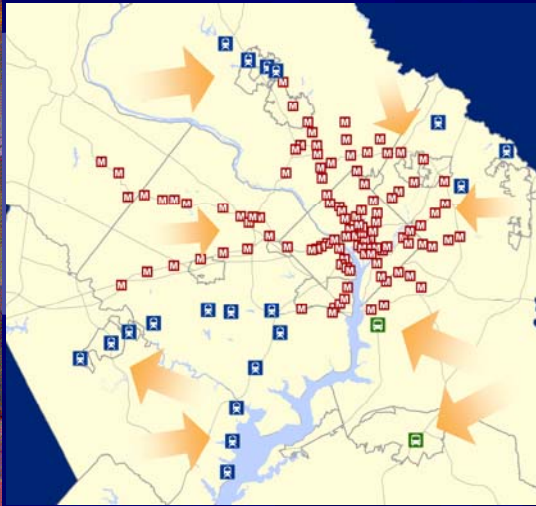


Household Growth 2010 to 2030



Inside Transit Station Areas
Outside Transit Station Areas

What if people lived and worked closer to transit?

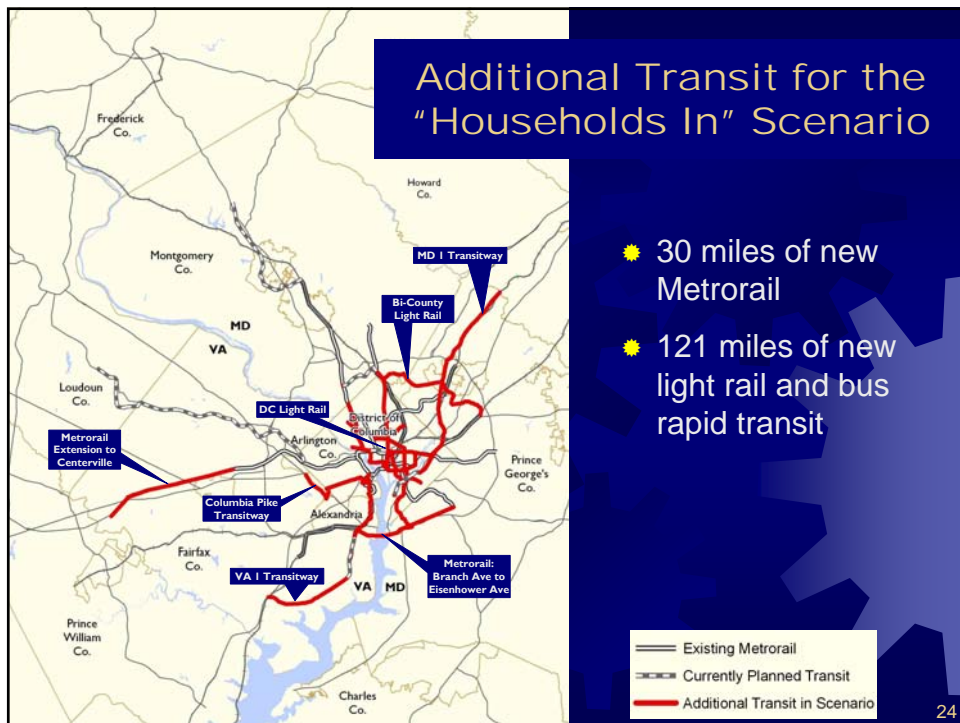
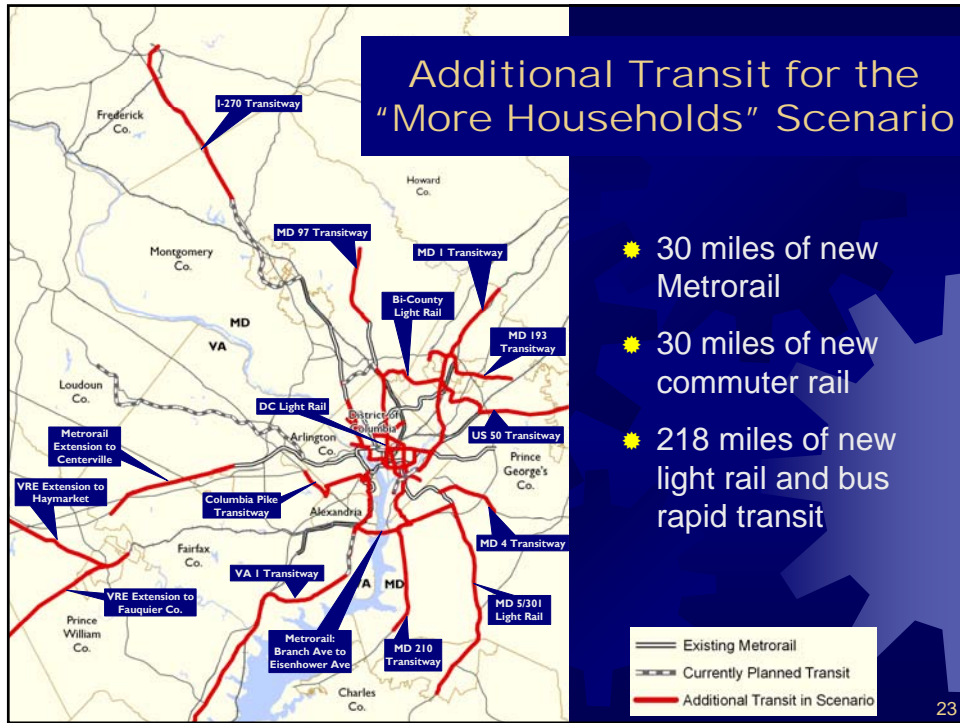


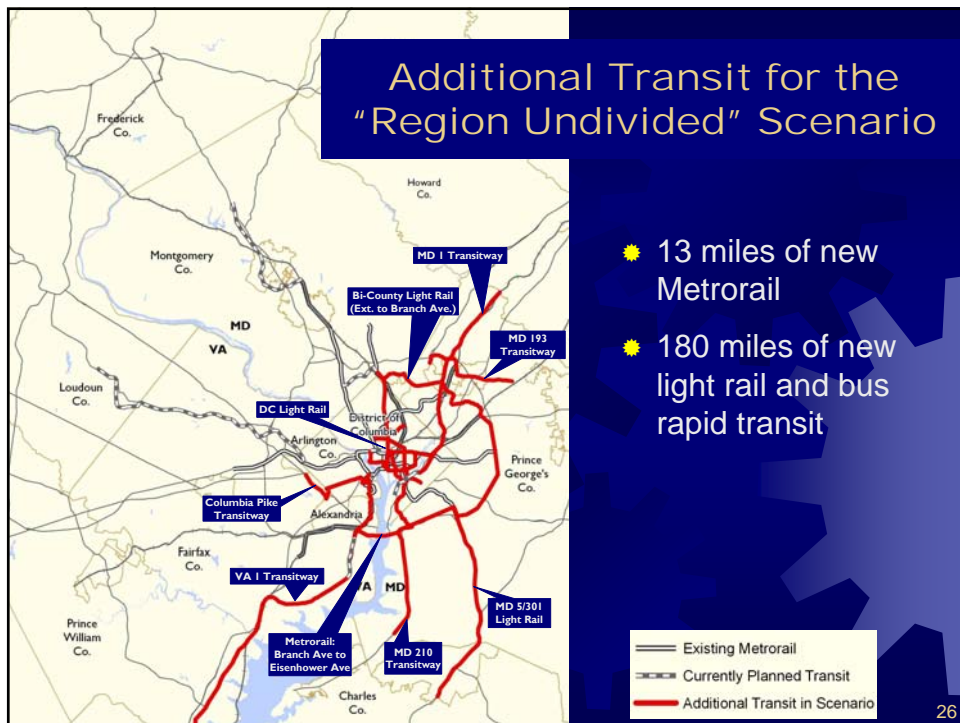
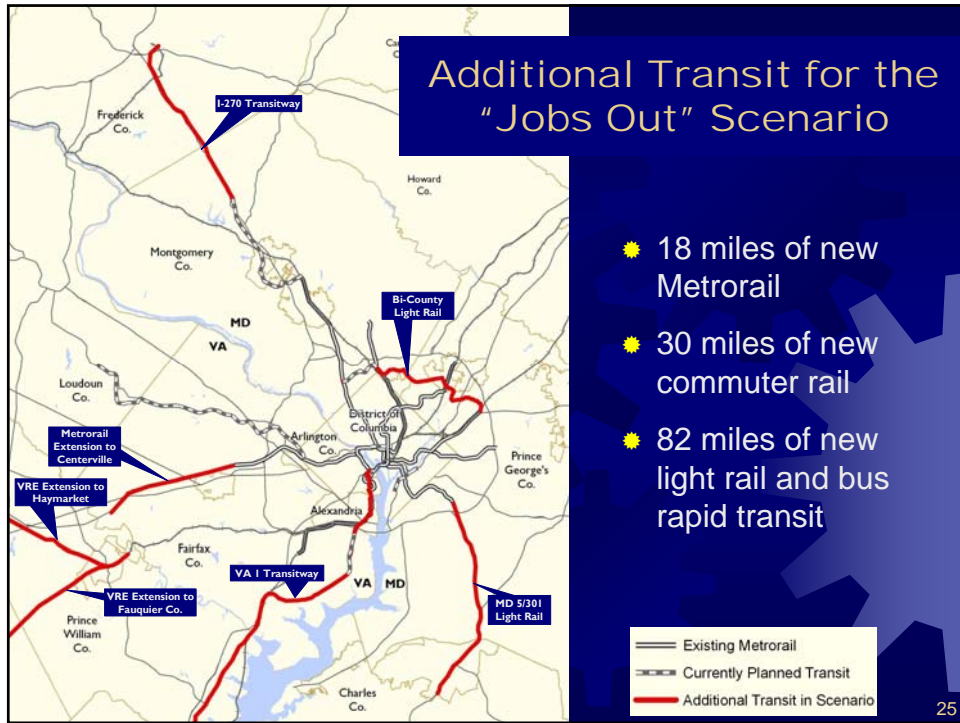
“Transit-Oriented Development” Scenario

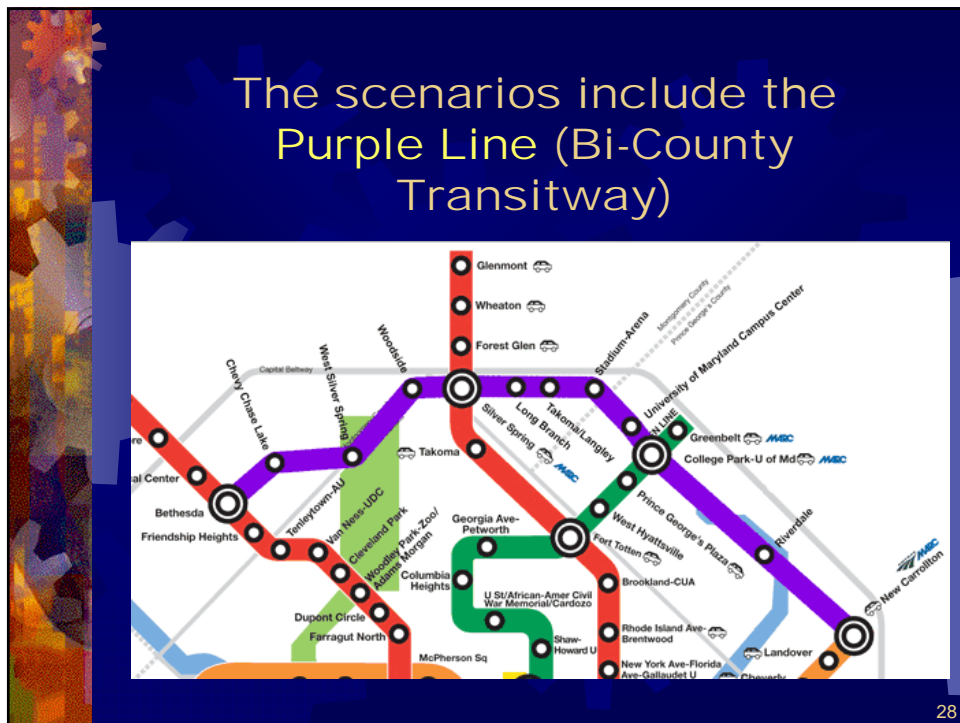
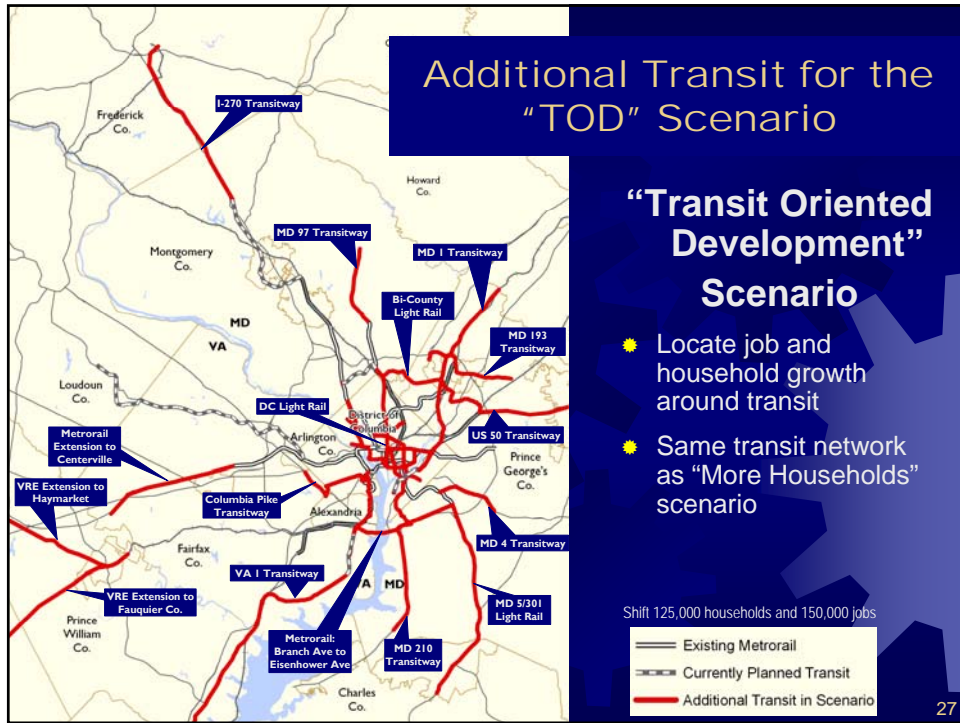
- Locate job and household growth around transit stations

Shift 125,000 households and 150,000 jobs

Transit Networks Were Tailored to Each Scenario







The scenarios also include other transit in Montgomery and Prince George's counties and in D.C.



From the Higher Households and the TOD scenarios.

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Evaluating the Scenarios:

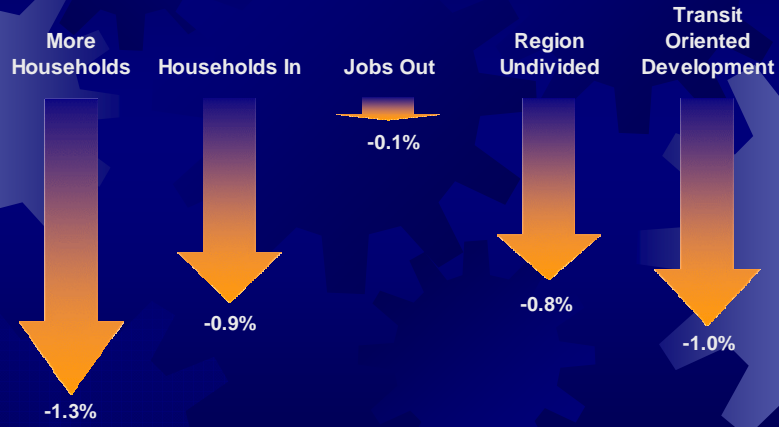
How would **future travel conditions** change?

30

Driving would decrease

Compared to baseline forecasts for 2030

Vehicle Miles Traveled



31

Under the “More Households” scenario, the average person would drive 2 miles less per day . . .



Daily vehicle miles traveled per person

Baseline: **24**

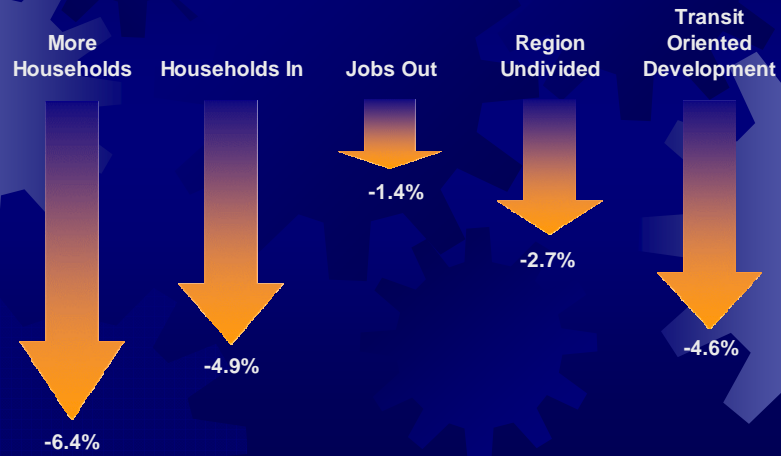
“More Households”: **22**

32

Congestion would decrease

Compared to baseline forecasts for 2030

Lane Miles of Severe AM Peak Period Congestion

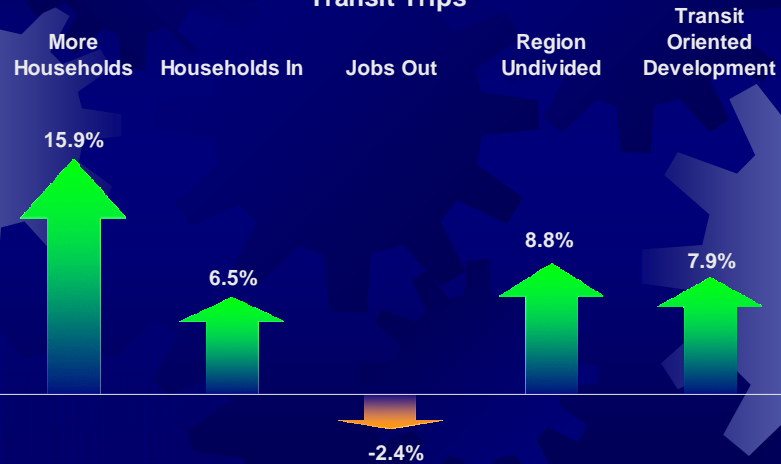


33

Transit use would increase*

Compared to baseline forecasts for 2030

Transit Trips



*Under the "Jobs Out" scenario, transit trips would increase in outer suburban activity clusters

34

Local impacts would be even bigger, in many places



Under the "Region Undivided" scenario:

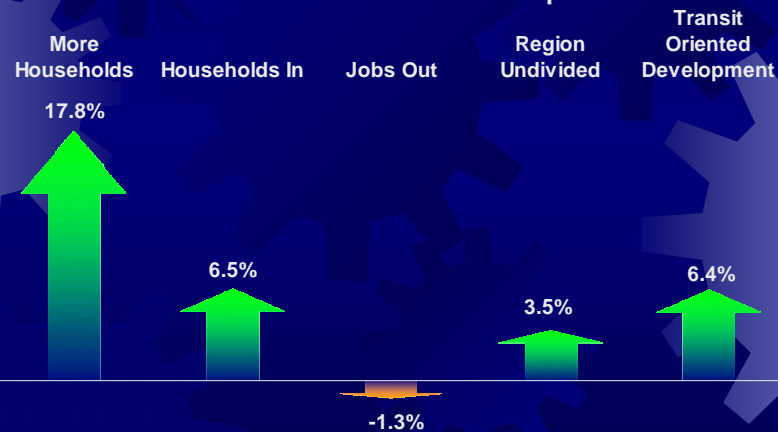
Transit commute trips to the Largo area would more than double, increasing the transit commute mode share from 9% to 15%.

35

Walk and bike commuting would increase*

Compared to baseline forecasts for 2030

Walk and Bike Commute Trips



*Under the "Jobs Out" scenario, walk & bike commuting would increase in outer suburban activity clusters

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Key Findings: What do the scenarios tell us?

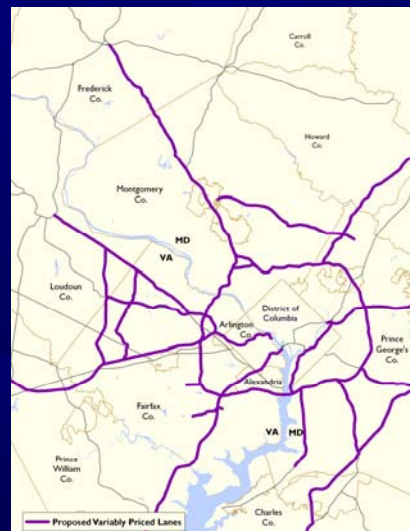
- Increasing household growth and concentrating that growth in regional activity centers would
 - ↑ increase transit use, walking and biking
 - ↓ decrease driving and congestion
- Encouraging more development on the eastern side of the region would improve regional travel conditions

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Next Steps:

What if the region built a network of variably priced lanes?

Results expected by June 30, 2006

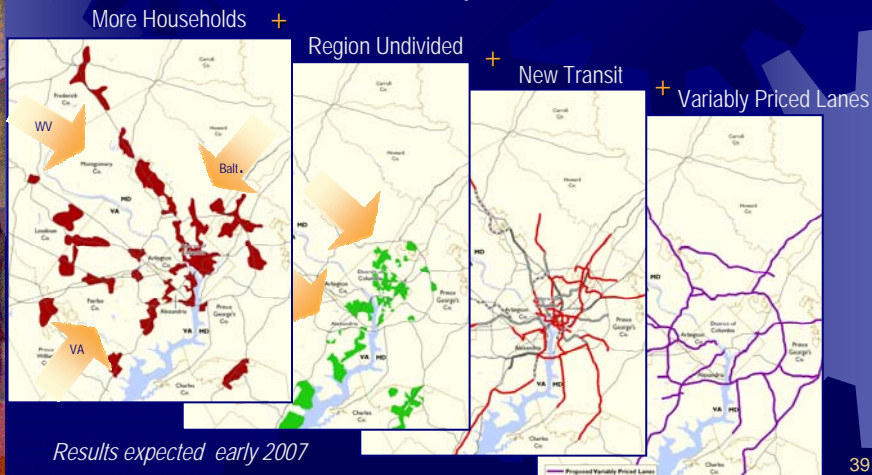


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Next Steps:

What if multiple scenarios were combined?

For example . . .



Next Steps:

How to apply lessons from the scenarios in a real-world environment?

- Scenarios were intended to “push the envelope” of what’s possible, but what’s realistic?
- What changes could be made
 - To the region’s transportation plans?
 - To local land use plans?
- What changes would have the highest pay-offs?