

**TLC** TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

# Transportation/Land-Use Connections Program


## Program Evaluation Recommendations for FY 2008

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**TLC** TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

## TLC Pilot Program



- Fairfax County  
TOD Level of  
Service Study
- Takoma Park /  
Langley Park  
Pedestrian Study
- DC Potomac Avenue  
Metro Station  
Scoping Study
- Prince William County  
BRAC Impacts  
Scoping Study
- St. Charles Urban  
Roadway Standards

- Public Presentation on Density Issues: *Density and the Washington, D.C., Region*
- Development of TLC Website and Regional Clearinghouse

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**Feedback from the Evaluation:**

- **The TLC projects brought together key partner agencies and stakeholders**
  - Promotes information sharing on plans and projects
  - Serves the general purpose of convening all parties
- **Pros and Cons of the Short Project Timeframe and Limited Budget**
- **TLC Project Application and Selection Process**
  - More clearly define regional program goals
  - Encourage joint development of applications

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**Feedback from the Evaluation:**

- **Perspectives of TLC Consultants**
  - Provide more program and project-specific information
- **TLC Website and Regional Clearinghouse**
  - Provide updates during the application process
  - Post online jurisdiction contact information for projects
- **Regional Applicability and Benefits**
  - Participants value project-specific information that is relevant and applicable to the entire region

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**Staff Recommendations for FY 2008**

- Due to reduced funding needs for the TLC Clearinghouse relative to FY 2007, increase the number of location-specific TLC Technical Assistance Projects to at least six for FY 2008
- Encourage applicants to work with agency partners during the development of their applications
- Extend the project timeframe for completion of the projects from six to ten weeks
- Refine the FY 2007 application to include greater emphasis on early coordination, desired final products, and regional benefits

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**Amendments to the FY 2008 Unified Planning Work Program (UPWP) Narrative**

- Fund at least six location-specific projects at a level of up to \$20,000
- Provide staff support for five other TLC Technical assistance projects funded through the VDOT Multimodal Grant Program
- Maintain and update the TLC Regional Clearinghouse website
- Refine the FY 2007 application procedures to reflect comments from the evaluation

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## **Schedule for the TLC Program in FY 2008**

- **Administer VDOT Grant for five Virginia jurisdictions (currently underway):**
  - **Cities of Alexandria, Falls Church, Manassas Park  
Fairfax and Loudoun Counties**
- **Release FY 2008 call for projects in late October with a  
January 15, 2008 deadline**
- **Commence work on FY 2008 projects in March after  
approval from the TPB in February**
- **Complete FY 2008 projects by June 30, 2008**

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## Current Projects

The TPB approved 5 projects to be funded as part of the pilot TLC Technical Assistance Program, as well as an additional public presentation project intended to have region-wide application. The approved projects include the following:

- [District of Columbia, Potomac Avenue Metro Station Area Scoping](#) (*recently updated*)
- [Montgomery / Prince George's Counties, Langley / Takoma Parks Pedestrian Study](#) (*recently updated*)
- [St. Charles Urbanized Area, Urban Roads Standards](#) (*recently updated*)
- [Fairfax County, Levels of Service around Transit Oriented Development](#) (*recently updated*)
- [Prince William County, Scoping Assistance for BRAC Impacts](#) (*recently updated*)
- [Public Presentation on Density Issues for use in response to applications by College Park, Greenbelt, Manassas Park, and Takoma Park, and/or other jurisdictions as requested](#)

## District of Columbia

### Potomac Avenue Metro Station Area Scoping Study

The District of Columbia applied through the Office of Planning for technical assistance in developing a scope of work for a Neighborhood Plan that will build on previous planning efforts around the Potomac Avenue Metro Station. This scope of work combines agency stakeholder and public input in setting realistic goals and objectives for future planning efforts in this neighborhood. This scope of work builds upon previous efforts from a Community Charrette that was part of the 2004 American Planning Association's Convention in Washington, DC. They addressed pedestrian and transit enhancements, as well as



improvements to the public space surrounding the station and along Pennsylvania Avenue, SE, and Potomac Avenue, SE. This project will address infill development in an urban environment, particularly with respect to the revitalization of public space surrounding the station. It is believed that the pedestrian experience will be enhanced, which will in turn attract commercial development to the area.

*May 15, 2007:* the Kickoff Meeting was held to review existing and pending plans and projects for this area. Representatives from the Office of Planning (OP); the District Department of Transportation (DDOT); the selected consultant, ICF International; and TPB staff participated in this meeting.

*May 24, 2007:* a meeting with agency stakeholders was conducted to identify key projects and investments in the study area for each participating agencies. Present at this meeting were representatives from the OP, DDOT, the District of Columbia

Housing Authority (DCHA), the National Park Service (NPS), the Anacostia Waterfront Corporation (AWC), and staff from ICF and TPB. The consultant team narrowed the discussion and scope of the study to four key issues

- Economic development that is both tailored to the needs of existing residents and destination-oriented;
- Identification of under-utilized sites and potential for future availability of these sites, and the determination of neighborhood appropriate uses for the sites;
- Increasing recreational uses within the neighborhood; and
- The improvement of way-finding throughout the neighborhood.

*June 18, 2007:* a public meeting was held to present the study objectives to interested community stakeholders and gain their feedback on the issues identified by agency representatives, as well as listen to community concerns about other issues in the study area. The challenges identified by the community were incorporated into the scope of work developed by the consultant.

One of the major benefits of the Potomac Avenue Metro Station scoping process was to convene community and agency stakeholders to discuss challenges around the study area, and current and planned initiatives. This input will provide the Office of Planning with a stable platform upon which to further the Revitalization Strategy developed through this scoping process.

Please follow the link below to review the scope of work developed for this project:

[Potomac Avenue Revitalization Strategy: Draft Statement of Work](#)

## Maryland

### Montgomery / Prince George's Counties, Langley Park / Takoma Park Pedestrian Safety and Mobility Study



This study was a joint effort between Montgomery and Prince George's Counties, implemented through the Maryland-National Capital Park and Planning Commission (M-NCPPC). M-NCPPC staff identified the intersection of New Hampshire Avenue (MD 650) and University Boulevard (MD 193) as a high pedestrian fatality area in the most diverse community in both Montgomery and Prince George's Counties. The study, which was developed in consultation with stakeholders from the communities, cities, counties and state, presents findings and recommendations that enhance pedestrian safety and mobility patterns in the context of the future Purple Line transit station at the intersection. The study will support planning efforts for the Takoma/Langley Crossroads Sector Plan. The goal of the Crossroads Plan is to produce a joint bi-county plan that will enhance the unique character of this diverse, multi-cultural community and implement both counties' existing General Plan recommendations for mixed-use, pedestrian- and transit-oriented development opportunities in support of a proposed Purple Line transit station.

*May 8, 2007:* M-NCPPC hosted an informational meeting on May 8, 2007, to discuss the scope of the study, identify key agency stakeholders, and develop a schedule for study completion. Attendees included representatives from MDOT, MTA, SHA, M-NCPPC Prince George's County, M-NCPPC Montgomery County, the City of Takoma Park, the consultants, and TPB staff.

*May 21, 2007:* The Kickoff Meeting was held on May 21, 2007, and included representation from all the key local and state stakeholder agencies. They discussed improvements that the state is currently planning or constructing, and opportunities for short- and long-term improvements that might be recommended within the context of the upcoming sector plan and the future Purple Line transit facility.

*June 19, 2007:* The project's final presentation was held on June 19, 2007. Representatives from Toole provided a brief overview of the pedestrian conditions around the intersection of MD 193 and MD 650. They reviewed potential short-, mid-,

and long-term educational programs and infrastructural improvements that could improve pedestrian and bicycle safety within and around this intersection. Representatives from MDOT, MTA, SHA, M-NCPPC Prince George's County, M-NCPPC Montgomery County, and the City of Takoma Park commented on the consultant recommendations. Staff from M-NCPPC briefed those present on the future of the Takoma/Langley Crossroads Sector Plan.

The final report contains an examination of existing pedestrian facilities, gaps in service for pedestrians, proposed short- and long-term pedestrian improvements that take into consideration the proposed Purple Line Metrorail Station, and general recommendations that will serve to inform the Takoma/Langley Crossroads Sector Plan. An important outcome of this planning effort was to convene stakeholders from agencies involved with operations and planning around this intersection. The dialogue that contributed to the final report will inform planning efforts as the Sector Plan moves forward. This project is representative of inner suburban challenges in a diverse area and the results serve to inform other jurisdictions challenged by similar issues.

Please follow the link below to review the study developed for this project:

[Takoma/Langley Crossroads Pedestrian Access and Mobility Study](#)

### **St. Charles Urbanized Area, Development of Urban Roads Standards**

Charles County requested technical assistance for the development of urban roads standards for the Bryans Road Town Center and the Waldorf Sub-Area in the St. Charles Urbanized Area. The County vision for these communities includes denser, walkable communities with a mix of residential, commercial, and community amenities. The missing link in the transformation for these areas was the creation of a complete urban road network that increases connectivity for motorists, integrates transit, and is accessible to pedestrians and bicyclists. The County's current road standards do not allow the flexibility to implement the type of road and streetscape design needed to transform these areas into compact, pedestrian-friendly areas. This technical assistance provided County staff with functional and thoroughfare type classifications for both existing and proposed roads in the St. Charles Urbanized Area according to context-sensitive design principles.

*May 9, 2007:* the initial project meeting was held at the Charles County Government Center. Present at this meeting were County staff from the facilities, public works, transportation, and planning offices, VHB staff and TPB staff. Discussion at this meeting focused on general roadway classifications and design standards currently included in the County's road standards. County staff discussed the need to balance safety for pedestrians and bicyclists with the movements of emergency service vehicles and capacity on MD 301 in Waldorf.

*May 30, 2007:* a second meeting was held between Charles County staff and VHB staff to review examples of design standards and functional classifications that VHB collected for County staff.

*June 28, 2007:* at the final meeting, County staff and VHB reviewed the urban development classifications table developed by the consultants. The roadway designs and standards for the sub-areas include one-way streets and urban minor arterial roads, both with on-street parking; urban major arterial roads; and several examples of enhanced bicycle and pedestrian accommodations. These classifications will be incorporated into the County Road Ordinance and Design Specifications materials. These additional classifications are crucial to the implementation of the urban development zone created in the County Zoning Ordinance.

The technical assistance for the Charles County project produced an urban roadway classifications table and intersection plan figures that will be applied to future development in the recently rezoned urban districts of the St. Charles Urbanized Area. The consultant drew from existing examples of model developments in other jurisdictions in the region; a mixed-use development in Arlington is pictured at right, demonstrating the successful implementation of the types of standards Charles County hopes to incorporate in the St. Charles Urbanized Area.

The consultant saw the value in reviewing successful classifications in neighboring jurisdictions to which County staff could relate. This project serves as an example for other outer jurisdictions wishing to promote similar development in their communities.



Please follow the links below to review the urban roadway classifications and plan figures developed for this project:

[Project Summary](#)

[Summary of Design Criteria - Designated Urban Areas](#)

[Intersection Plan Figures](#)

## Virginia

### Fairfax County, Levels of Service around Transit Oriented Development



Fairfax County recently amended its Comprehensive Plan to incorporate a locally recognized definition of transit-oriented development, which is to be a key component of the County's growth management strategy. One of the issues that was to be addressed in that strategy is the acceptable level of vehicular congestion within and around transit station areas. The existing County policy describes qualitatively how different modes of transportation should perform in a transit station area, but the challenge is to develop a mechanism to implement this policy guidance. This project investigated how this particular issue has been addressed by other jurisdictions around the country and this region, and based on the available literature and best practices how to define how vehicular congestion should be addressed within and adjacent to transit-oriented development.

A project initiation meeting between the consultant team, TPB staff, and Fairfax County transportation and land use planning staff was held at the Fairfax County Government Center on May 4, 2007, at which the direction of research and end product development was further defined.

The consultant conducted a review of best practices in the areas of transit-oriented development and multimodal level of service, addressing these key questions:

- What qualitative and quantitative performance/service measures are being used for various modes?
- What are the proper standards or levels of service for each mode for planning purposes?
- How do these standards differ for different contexts or station areas?
- Are there multimodal approaches that combine these measures for planning purposes that permit examination of tradeoffs in service levels between modes?
- How are these measures and approaches used in the planning process?

The consultant developed recommendations for an approach for Fairfax County in the form of a technical report, including proposed options for level of service standards for vehicular traffic on various facilities within transit station environments in the County. This report can serve as an example and rich resource for other communities that are attempting to balance vehicular movements with transit and pedestrian access.

Please follow the link below to review the report developed for this project:

[Automobile Level of Service in Transit Station Areas: A Survey of Current Practice](#)

### Prince William County, Scoping assistance to address BRAC Impacts





Prince William County applied for scoping assistance for a federally-funded planning study to evaluate and address land use and transportation impacts of the Base Realignment and Closure (BRAC) decision in the county's Potomac Communities area, which is located between the Marine Corps Base at Quantico and Fort Belvoir. Both installations will experience a significant increase in staff as a result of BRAC. Assistance from the TLC Program was used to examine issues such as which commuter corridors should be studied, where land use changes might be most effective, and how additional transportation alternatives should be incorporated into the Potomac Communities. Ideally, the federally-funded study will provide recommendations for the update of the Potomac Communities Revitalization Plan and changes in land use and transportation in this area to accommodate increased traffic from BRAC implementation.

The Kickoff Meeting was held on May 15, 2007, and was attended by Prince William County staff, representatives from ATCS, and TPB staff. County staff reviewed the consultant proposal and described current and anticipated future conditions with the Potomac Communities.

A second meeting was held on June 14, 2007, to discuss a draft outline for the scope of work. Staff from ATCS, Prince William County and the TPB participated in this meeting. County staff emphasized the need for the scope of work to discuss three scenarios: the present state of transportation and land-use in the Potomac Communities, the present state of transportation

and land-use in the Potomac Communities with the anticipated BRAC changes, and recommended improvements to transportation and land-use that accommodated BRAC changes in the Potomac Communities. County staff also discussed the hierarchy of study areas that need to be incorporated in the scope of work, namely the broad area between Fort Belvoir and Quantico, each of the Potomac Communities, and sub-areas of the broad study area with attention to connections and gaps between these areas.

The scope of work developed for Prince William County will assist the County in applying for federal funding and soliciting proposals from consultants to conduct an inclusive, thorough study of potential transportation and land-use impacts from the BRAC decision. The main issues highlighted in the scope of work demonstrate the need to balance future growth with transportation improvements that build upon existing infrastructure and services. Several other jurisdictions applied for technical assistance under the TLC program to mitigate potential land use and transportation impacts from BRAC. The collaborative efforts of the consultants and Prince William County staff provide a comprehensive outline of issues jurisdictions should include in applications for federal assistance to study the sudden increase in commuters their communities may experience as a result of the BRAC decision.

Please follow the link below to review the scope of work developed for this project. *Note: This document does not constitute an official Request For Proposals by Prince William County. It is a scoping document that may serve as the basis for a potential future Request For Proposals.*

[Scope of Work: Impacts of BRAC on the Potomac Communities](#)

## Region-Wide

### Public Presentation Development

Several jurisdictions proposed public education presentations as part or all of their proposals. Coincidentally, many were focused on how to plan for creative development solutions around some type of transportation facility, whether it is at a major intersection, a transit station, or along a corridor. These applications represent a regional need for information and communication resources about in-fill development and other activity center core development options. Therefore, a sixth project was proposed for inclusion in the TLC Pilot Program. A consultant will be hired to develop a basic presentation on how to incorporate density into a variety of places, as well as preparing a briefing on issues each municipality has addressed. The consultant will offer the presentation once in each of the following jurisdictions:



- College Park specifically requested a public presentation in its application. The city seeks to better understand the role of density in the city's revitalization process and to determine appropriate density levels for various segments of the Route 1 corridor.
- Greenbelt also requested public involvement that focuses on modes of transit in the Greenbelt community, with future development around the Greenbelt Metro Station highlighted as a community concern.
- Manassas Park submitted an application for planning assistance with a public involvement component with the goal to better integrate mixed-use and transit-oriented development in a small jurisdiction with limited resources. While this is an important project that could be appropriately funded in future phases of the TLC Program, Manassas Park could also potentially benefit from a presentation of options for development around a transit station.
- Takoma Park requested technical assistance for the development of a series of workshops designed to provide the community with the expertise needed to evaluate future development and in-fill projects.

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