

## Updated List of Proposed Initiatives for Study by the LRPTF

This list includes the brainstorming activities at the LRPTF meetings and additional submissions by task force members through April 26.

### Projects

- Circulators to get people to Metro stations
- Interconnected street grids in all Activity Centers
- Potomac River crossing ideas:
  - Multimodal river crossing
  - Additional river crossing
  - Additional Potomac River Metrorail crossing
  - Expansion and maintenance of all Potomac River crossings
  - Outer crossing over Potomac River with Metrorail
  - Dedicated transit lane on American Legion Bridge
  - Long Bridge
- HOT lanes on all highways
  - HOT lanes over Legion and Wilson bridges
- Reversible lanes on key highways
- 8-car trains
- New capacity dedicated transit lanes/regional inter-jurisdictional BRT network/priority bus, express bus or improved frequencies on lines where BRT is impractical
- Give BRT on the HOT network full in-line stations
- Combined BRT and autonomous vehicle dedicated lanes
- Uncouple Metro lines at congested locations to relieve train congestion at key points such as tunnels (e.g. redesign Silver Line service to run in Virginia only)
- Increase capacity (relief line) at Union Station for Metrorail and commuter rail
- Double or triple park-and-ride capacity at end-line Metro stations
- MARC/VRE connection
- VRE express service
- Address east-west divide through projects connecting equity emphasis areas such as light rail connecting Silver Spring to Branch Ave, expanding light rail in DC, transitway to Waldorf
- Continuation of Purple Line (circumferential rail)
- Two-way traffic on MARC-Brunswick line
- Region-wide expansion of ITS
- Optimize corridor performance including use of technology/Integrated Corridor Management (ICM) region-wide on applicable multimodal corridors
- Pedestrian and bicycle access to Metro and commuter rail stations (i.e. WMATA's ped/bike access study)
- Expand Park & Ride facilities at far-out stations
- Expand regional bikeshare with prioritization in Activity Centers and transit nodes
- Electric-assist bikeshare region-wide
- Interconnected network of regional trails
- Dedicated commuter rail infrastructure (separate from freight)
- Additional highway lanes at bottlenecks to increase person throughput at bottlenecks

- Improve the section I-95/I-495 from Telegraph Road to the Springfield Interchange to address a bottleneck (widen from 8 to 12 lanes to be consistent with adjacent segments of I-495)
- Additional lanes on I-66 inside the beltway
- Regionwide cross-jurisdictional traffic signal optimization
- Parallel route options to bypass incidents
- High capacity transit to outer suburbs
- Midday bus storage
- Greater pedestrian expansion
- Truck lane restrictions on I-495 and I-395

### Programs

- Standardized or fixed fare on all transit
- Optimize Metro pricing to maximize ridership
- Free transit rides for residents earning \$30,000 a year or less/Free transit or free bus rides for everyone
- Subsidize ride-share
- TOD in under-invested high-capacity transit nodes (i.e. use WMATA's Transit Corridor Expansion Guidelines to set density targets for existing and future transit nodes)
- Greatly expanded regional TDM
  - Stagger work hours
- Expand telework
- Greater accessibility for persons with disabilities
- Digitally integrated technology for transit systems and roadway corridors (e.g. active traffic management)
- Regional car-sharing
- Address east-west divide by incentivizing job growth on the eastern side of the region
  - Create a fund to subsidize lease rates for job centers on the east side of the region by taxing new parking at the "vacant property" rate
- Tie a value-capture mechanism to a regional fund for TOD-supportive infrastructure improvements
- Congestion pricing

### Policies

- Require an increased percentage of workforce/affordable housing in TOD areas
- Allow accessory dwelling units in all residential zones region-wide
- Eliminate downtown DC's height limit for residential buildings in order to increase core residential density (consider other height restrictions in other Activity Centers)
- Regional dedicated funding source for Metro
- Higher gas tax or VMT tax
- Coordinated jobs location policy (i.e. Region Undivided scenario from RMAS)
- Balance of transit priorities with housing mix (i.e. housing unit production targets in all Activity Centers served by high-capacity transit)
- Federal CIP contribution to WMATA
- Federal funding to buy back currently privately owned roads

- Regional parking policy
  - Institute parking maximums in zoning regulations
  - Reduce or eliminate minimum parking requirements
- CO2 requirement (make GHG goals embedded into TPB)
- Expansion of P3s
- Coordinate local bus systems into a regionwide bus network
- Price parking
  - “Stretch” parking pricing strategy from MSWG
- Parking cash-out requirement for all employers region-wide & mandatory transit benefits for employees
- Cordon charge to access regional core and/or Activity Centers
- Adopt the San Francisco left (no left turns permitted in places with grids where 3 rights are possible)

#### Other

- Forecast the impact of alternative modes of transportation like Uber, Lyft, autonomous vehicles and their implications