



What If...
**The Washington Region
Grew Differently?**

The TPB Regional Mobility and
Accessibility Study

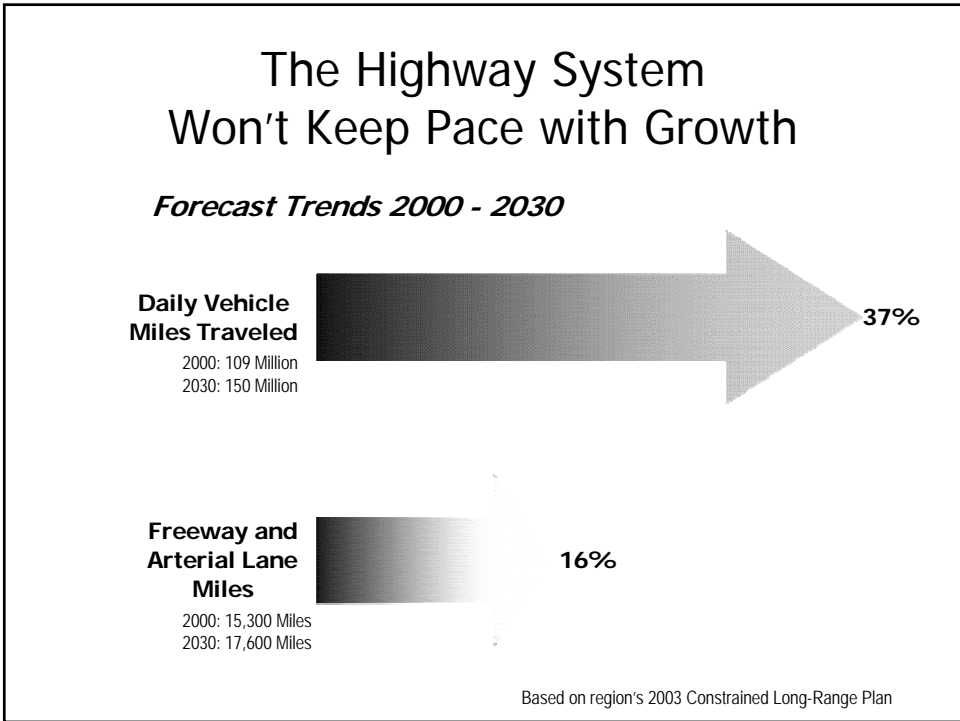
Montgomery County League of Women Voters
April 24, 2006

Presentation by John Swanson, representing the
National Capital Region Transportation Planning Board (TPB)

Why look at alternative
transportation and land use
scenarios?

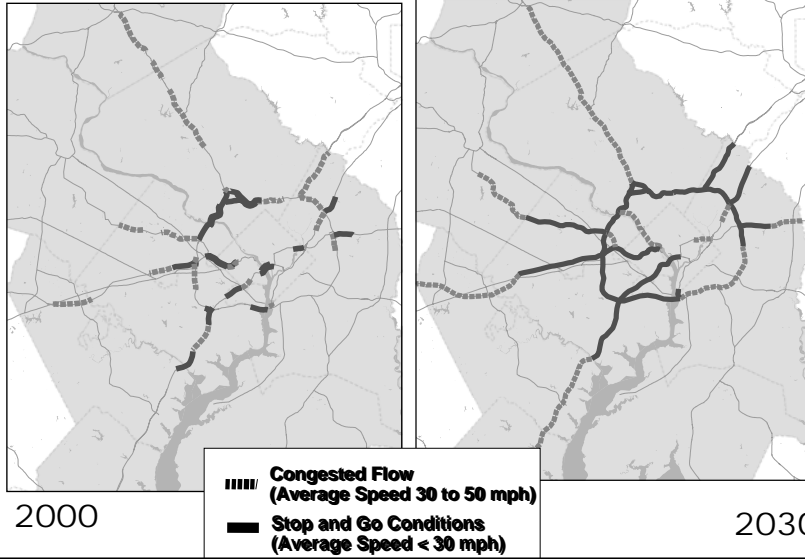


Because the road ahead isn't looking good...



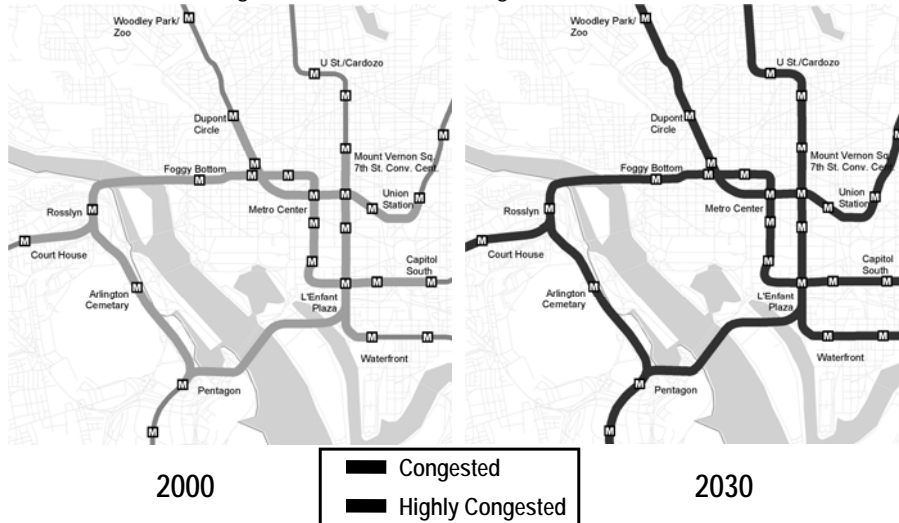
Most of the Beltway Will Be Stop and Go

Evening Highway Congestion 2000 and 2030



Metro Platforms and Trains Will Be Packed

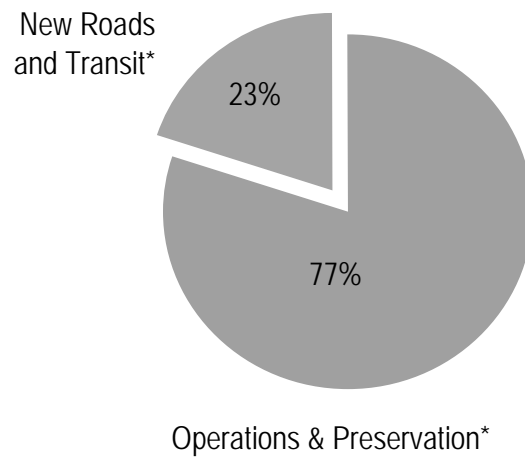
Morning Peak-Hour Transit Congestion: 2000 and 2030



The region's transportation plan only includes projects we know we can pay for.



Most Transportation Dollars Are Needed for Maintenance

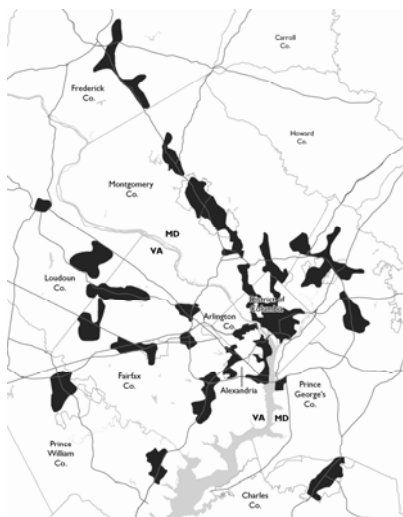


* Based on region's 2003 Constrained Long-Range Plan

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.”

The Study focuses on Regional Activity Centers

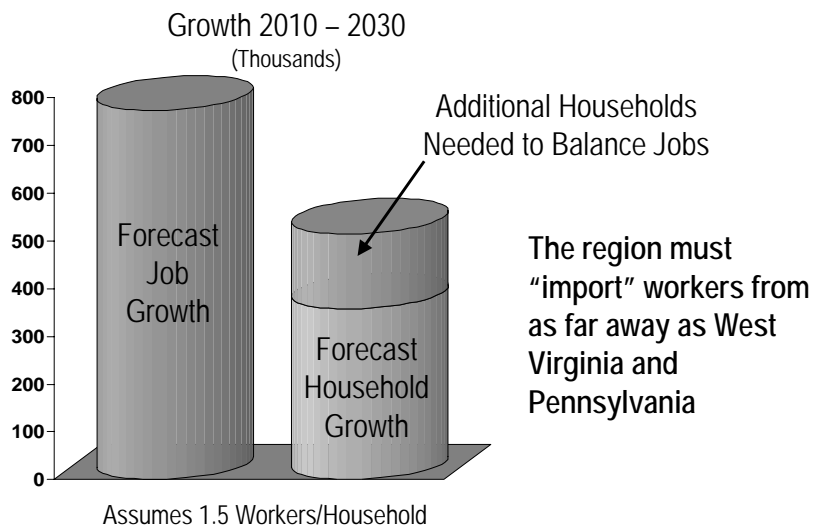


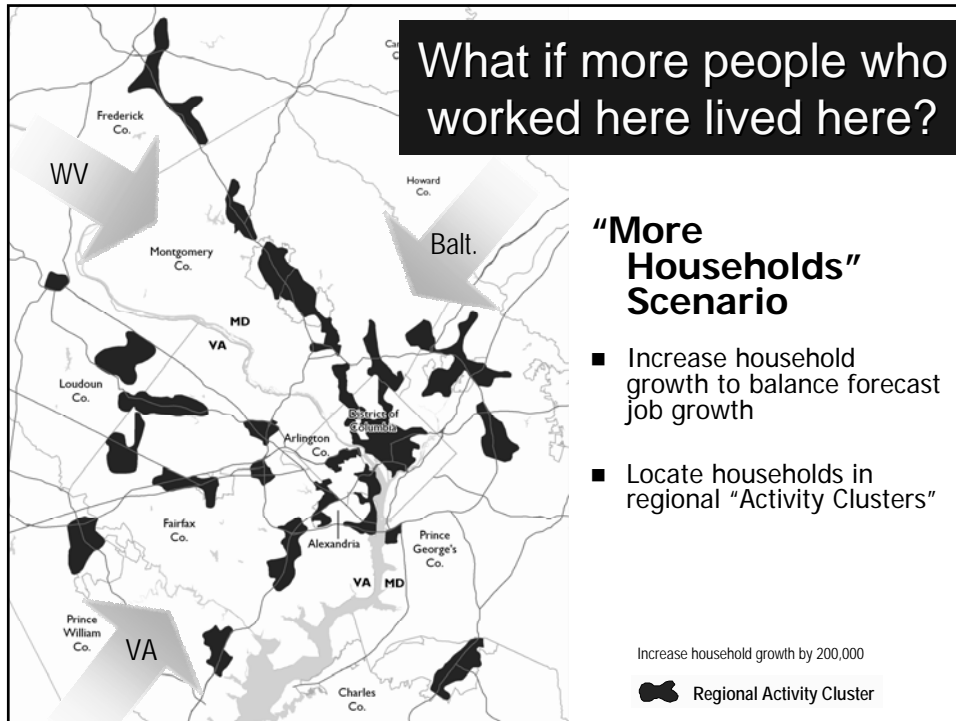
Intended to be focal points for jobs and housing, and nodes for transportation linkages.

Developing the Scenarios:

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

Issue #1: Job Growth is Outpacing Household Growth

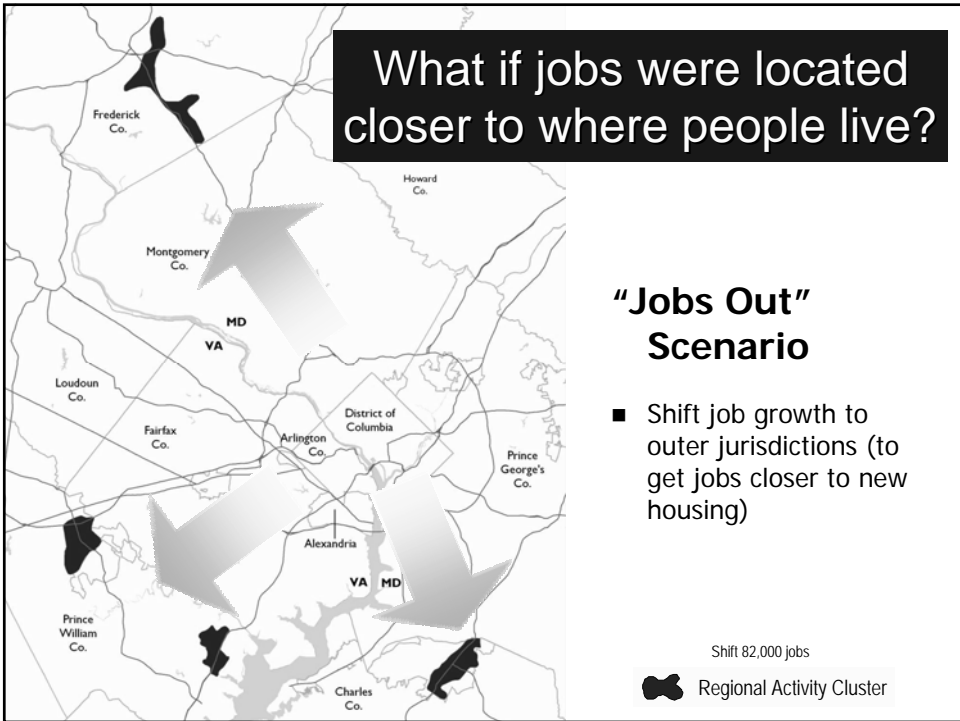
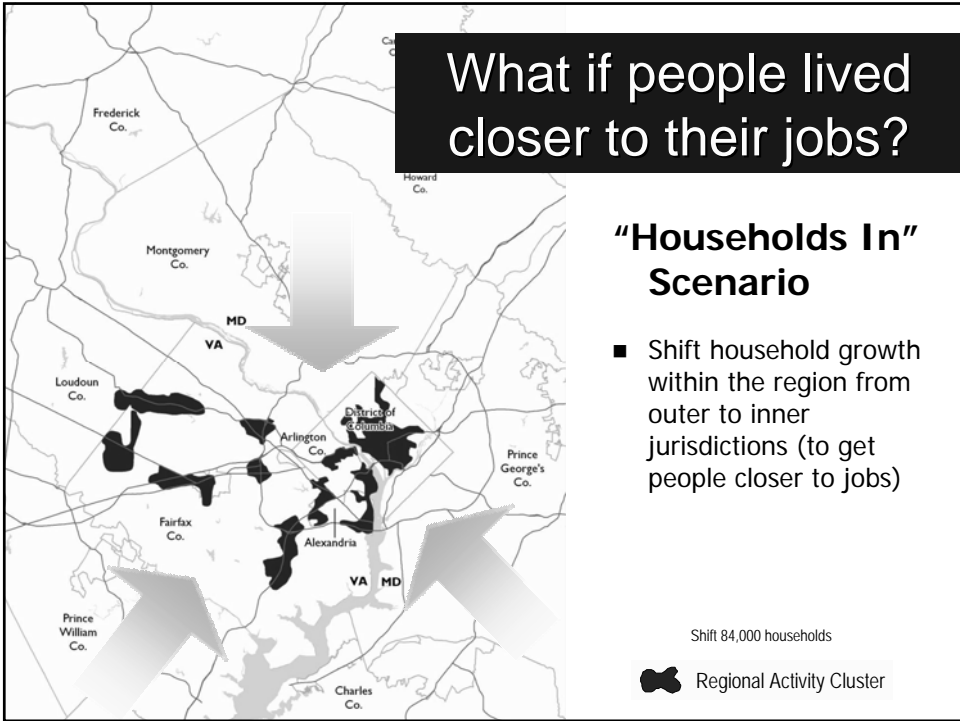




Issue #2: Workers are Living Farther Away from Their Jobs

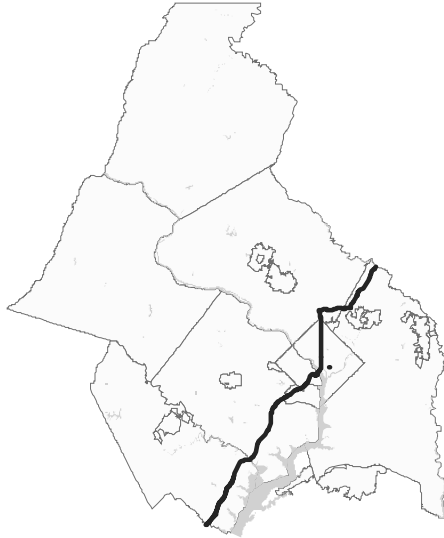
- Inner jurisdictions – most job growth
- Outer jurisdictions – lion’s share of household growth

How Far Is Too Far?
Developer Plans 4,300 Homes 100 Miles From D.C.

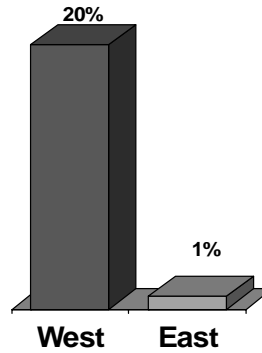


Issue #3: East-West Divide

A 1999 Brookings Institution report highlighted disparities between the eastern and western parts of the region



Job Growth Rate 1990 – 2000



Issue #3: East-West Divide

West-bound travel clogs the roads during morning rush hour

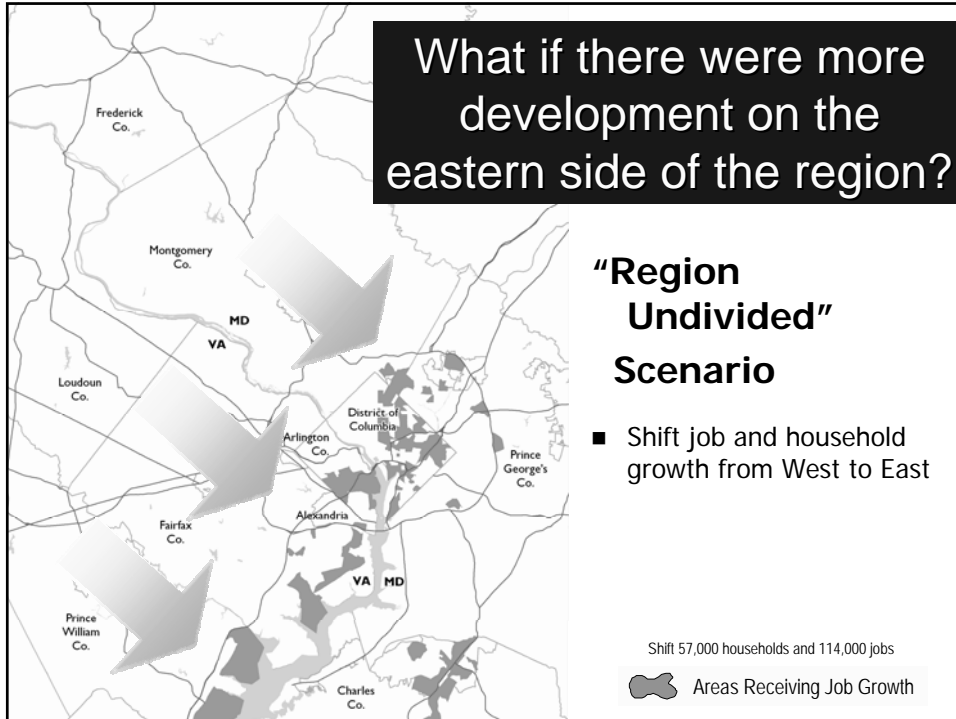


Average Commute Time

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



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



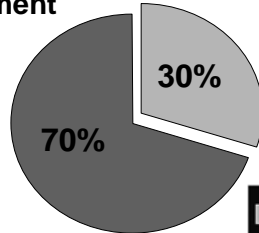
Under the Region Undivided Scenario, Largo Town Center would have three times as many jobs...

With densities that might look something like this:

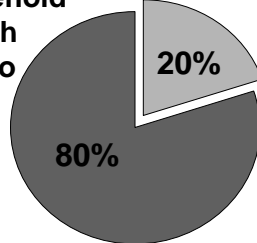


Issue #4: Most Growth Located Outside Transit Station Areas

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?

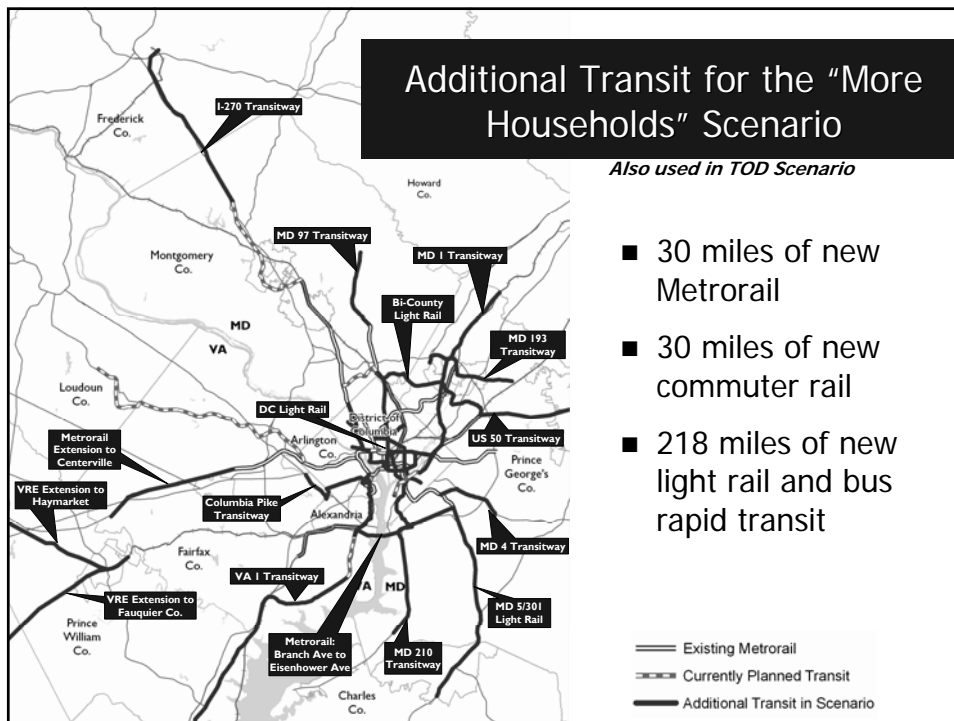


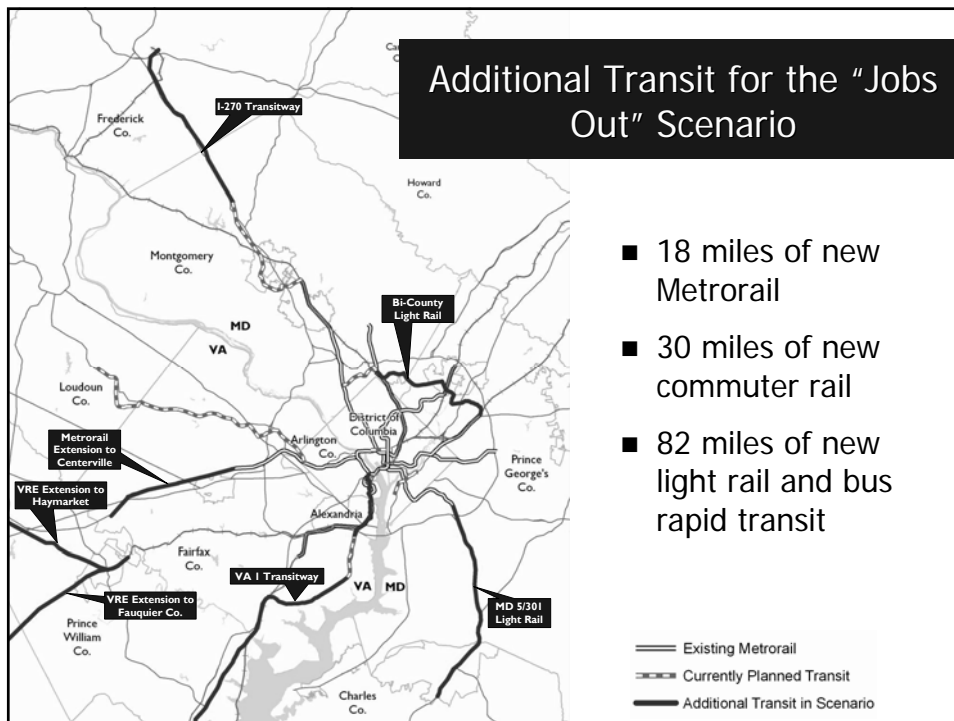
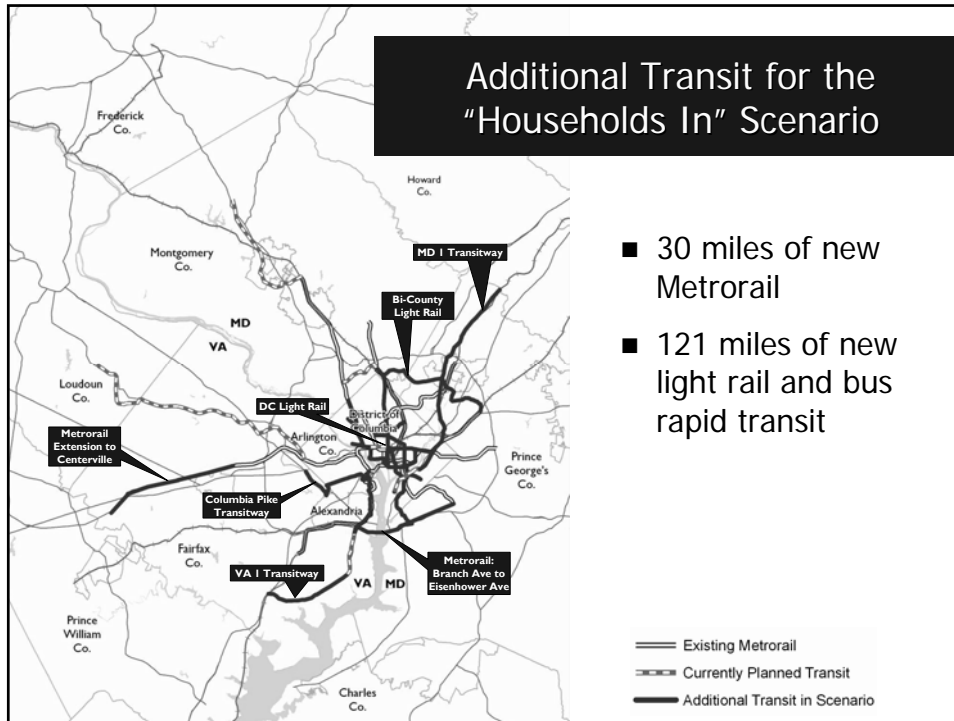
“Transit-Oriented Development” Scenario

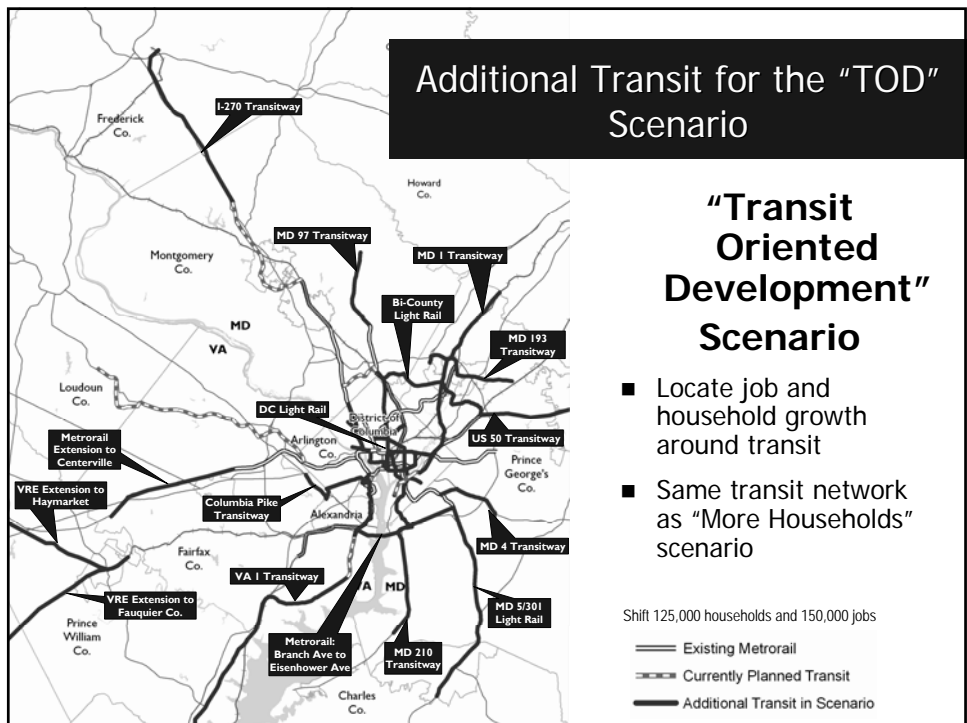
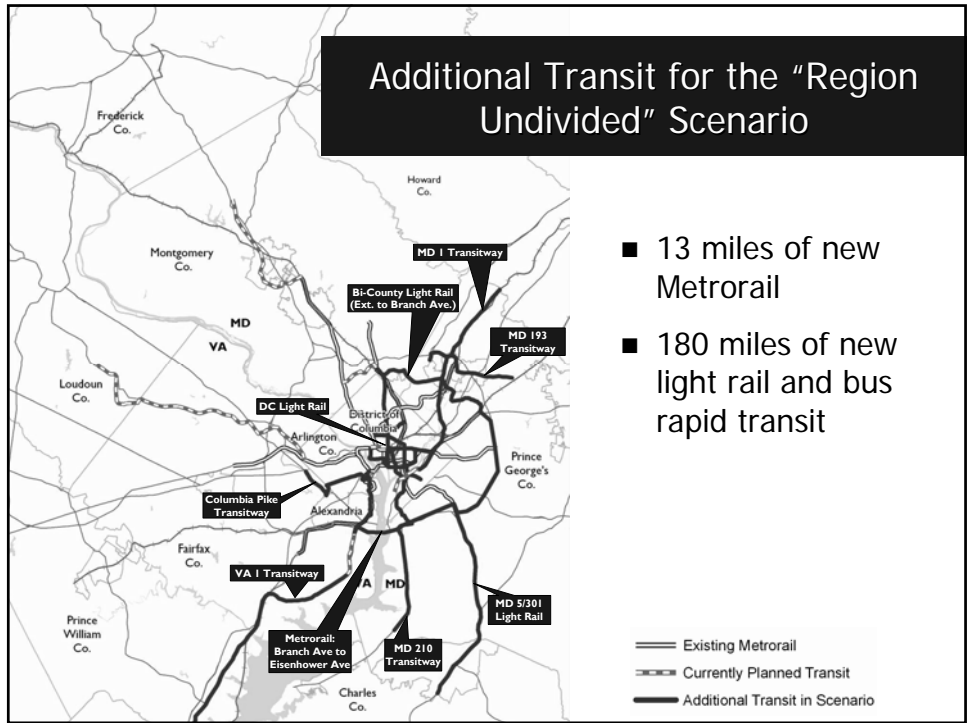
- Locate job and household growth around transit stations

Shift 125,000 households and 150,000 jobs

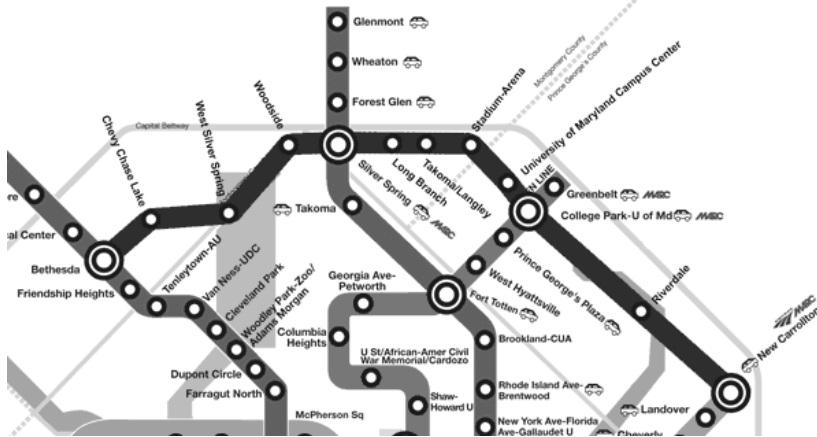
Transit Networks Were Tailored to Each Scenario



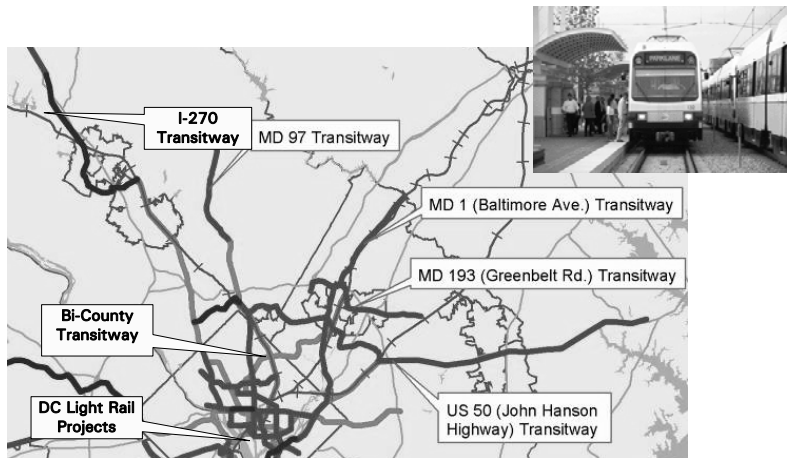




The scenarios include the Purple Line (Bi-County Transitway)



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.

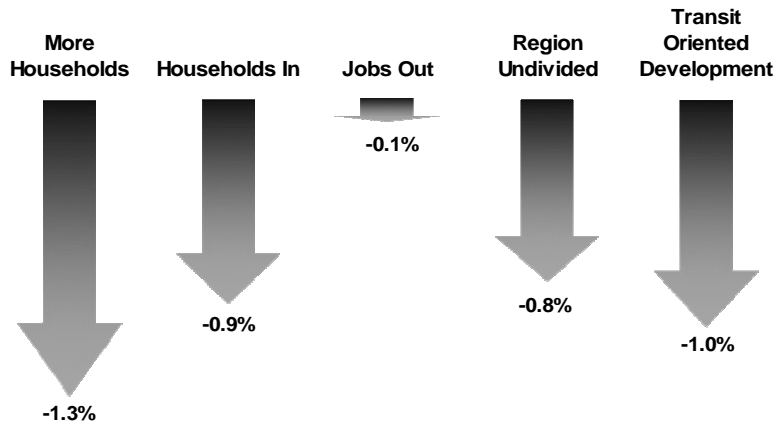
Evaluating the Scenarios:

How would future travel conditions change?

Driving would decrease

Compared to baseline forecasts for 2030

Vehicle Miles Traveled



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



Daily vehicle miles traveled per person

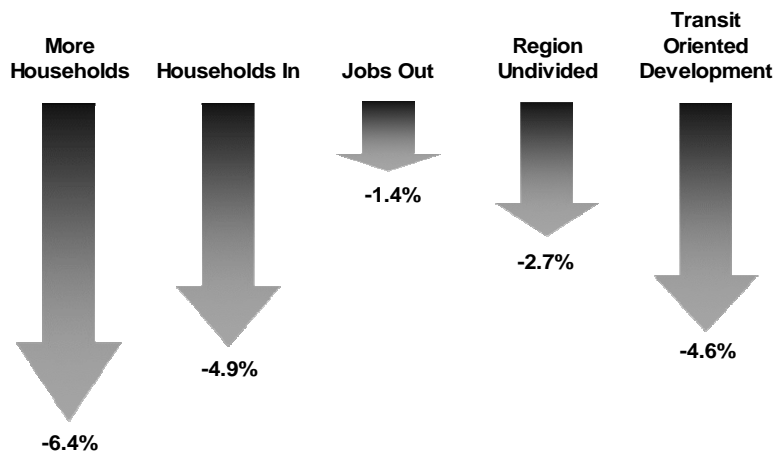
Baseline: 24

“More Households”: 22

Congestion would decrease

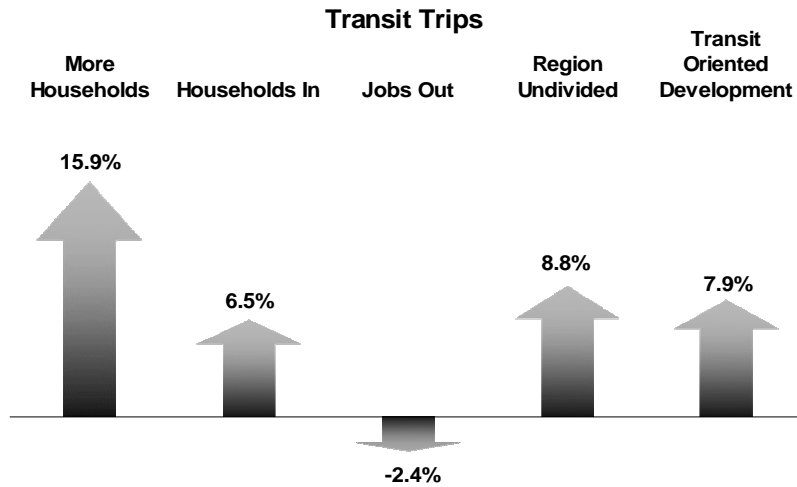
Compared to baseline forecasts for 2030

Lane Miles of Severe AM Peak Period Congestion



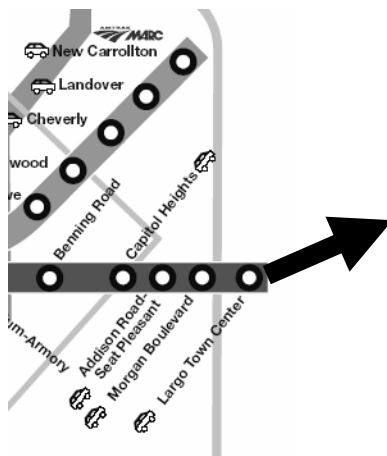
Transit use would increase*

Compared to baseline forecasts for 2030



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

Local impacts would be even bigger, in many places

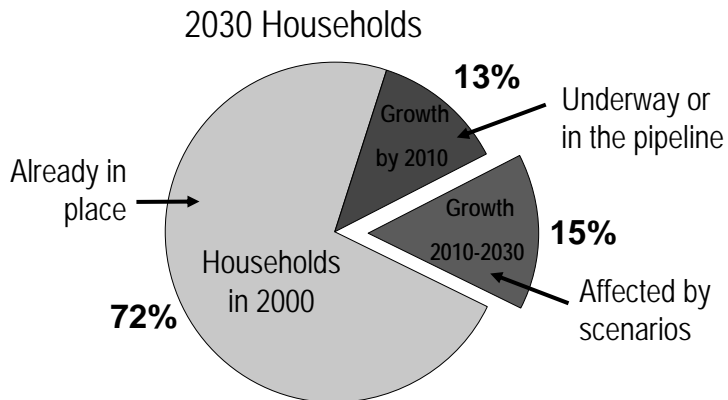


Under the "Region Undivided" scenario:

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

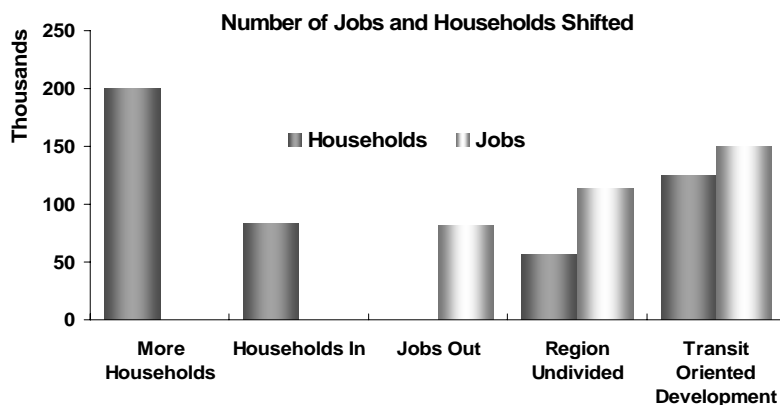
Some Caveats:

Scenarios shift a relatively small percent of the total jobs and households anticipated for 2030



Some Caveats:

Some scenarios make more dramatic land use changes than others



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

Next Steps:

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

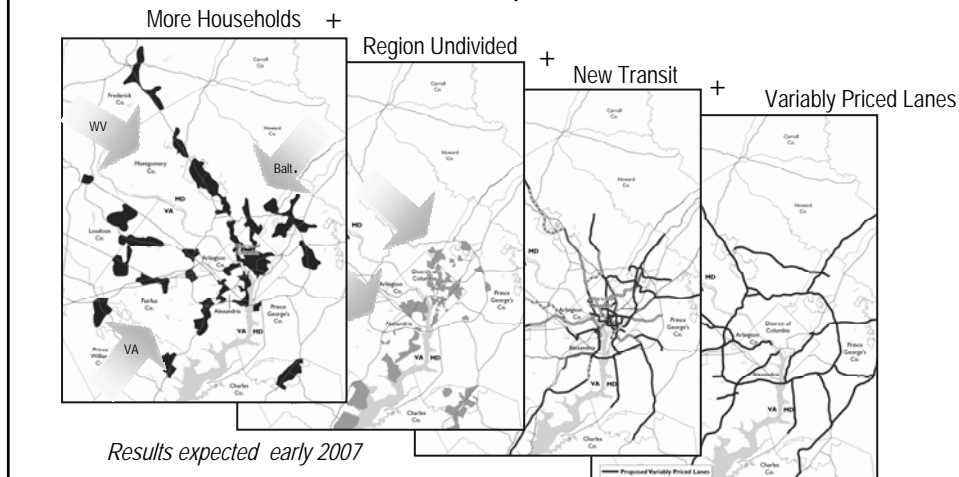
Results expected by June 30, 2006



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?