

# TPB SCENARIO STUDY

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## Progress on “CLRP Aspirations” Scenario

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Presentation to the Regional Bus Subcommittee

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# The Two New Scenarios

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## CLRP Aspirations

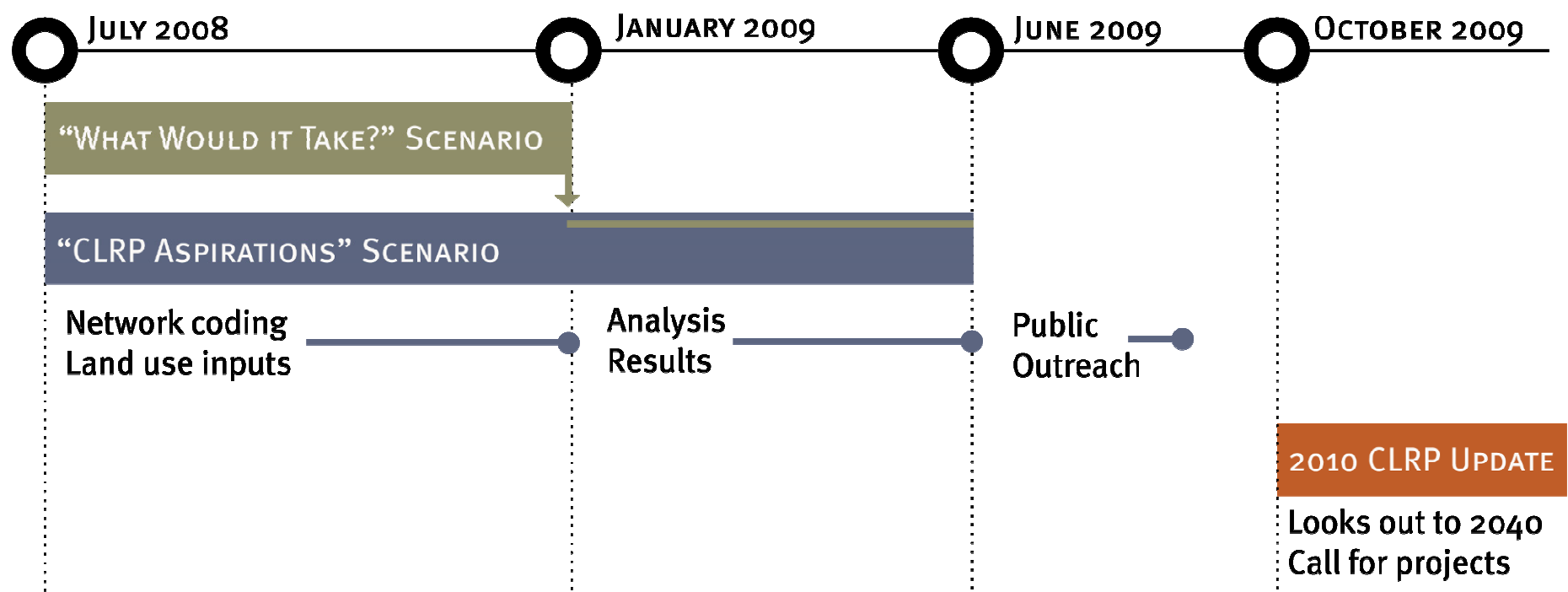
Draws on past scenarios (5 transportation/land use scenarios and 2 value pricing scenarios) to provide an ambitious yet attainable vision of land use and transportation for the 2010 CLRP update.

## What Would it Take?

Starts with CO<sub>2</sub> goals (80% below 2005 levels in 2050 and 20% reduction by 2020) and assesses what scales and combinations of interventions will be necessary to achieve the goal.

# Study Timeline

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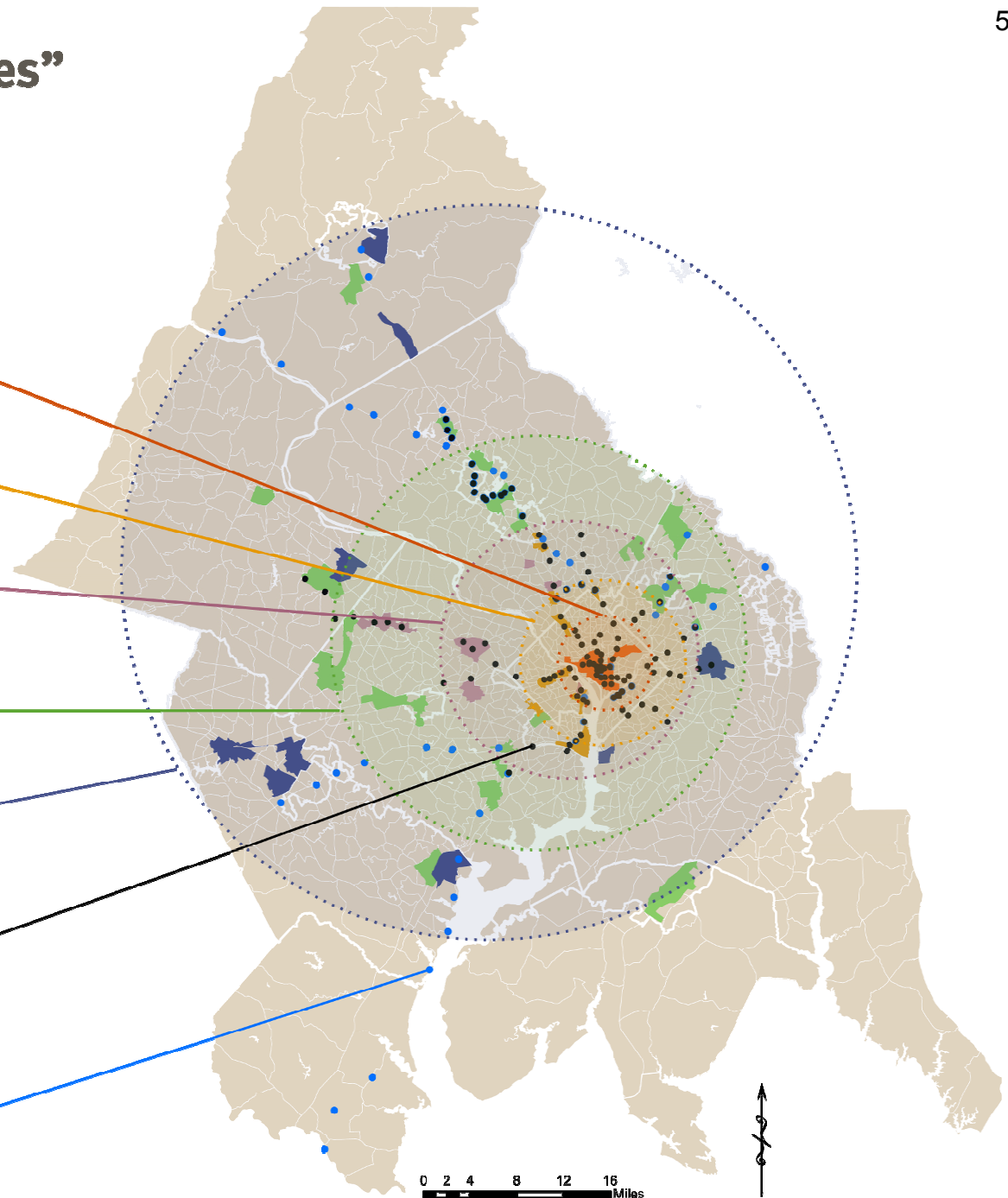


## **CLRP Aspirations: Land Use Component**

Based on Planning Director input,  
**new goal oriented land use component**

# 7 Types of “Receiving Zones” (Goals for 2030)

- 1. DC Core**  
20 du/acre  
3 jobs/household
- 2. Mixed Use Center**  
10 du/acre  
2 jobs/household
- 3. Employment Center**  
8 du/acre  
2 jobs/household
- 4. Suburban Employment Center**  
6 du/acre  
2 jobs/household
- 5. Emerging Employment Center**  
3 du/acre  
1.6 jobs/household
- 6. Metrorail or Transitway Station**  
 (not in Activity Center)  
7 du/acre  
1.6 jobs/household
- 7. Commuter Rail Station**  
 (not in Activity Center)  
3 du/acre 1/2 mile around station  
1.6 jobs/household



# Goals and “Rules” for Land Use Shifts

## Transit Supportive Density

<b>Bus</b>	60 minute headway	4-5 du/acre *
	30 minute headway	7 du/acre
	10 minute headway	15 du/acre
<b>Light Rail</b>	5 minute peak headway	9 du/acre
<b>Rapid Transit</b>	5 minute (or less) peak headway	12 du/acre
<b>Commuter Rail</b>	20 trains/day	1-2 du/acre

## Walkable Density

### Use Regional Models

Rosslyn-Ballston Corridor	20+ du/acre
Old Town Alexandria	7-10 du/acre

## Mixed Use

### Jobs/Housing balance (at different geographic scales)

Region	1.6 jobs/household
Jurisdiction	Round 7.2 jurisdictional totals
Activity Center	Varies by typology

## Move Only New Growth

Shifts from **2015-2030**

## Existing Character and Planned Development

### Varying Goals

for density and jobs/housing ratios based on current/planned conditions

\* Recommended headways from ITE. Actual coded headways will be lower.

# **CLRP Aspirations:** **Transportation Component**

# Transportation Component

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*Questions considered by the task force:*

*How will the BRT network provide service to and through the core?*

- WMATA Priority Corridor Network Routes

*What criteria do we use for including other non-BRT projects in the scenario?*

- Projects that provide access to activity centers not otherwise served by transit will be prioritized.

*What are the details of the transit level of service on the BRT network?*

- Under development and refinement with Regional Bus Subcommittee
- LOS can vary by route, depending on densities of activity centers served

*Where should the needed park-and-ride lots be located?*

- Non-Activity Center BRT stations outside the beltway will have parking facilities



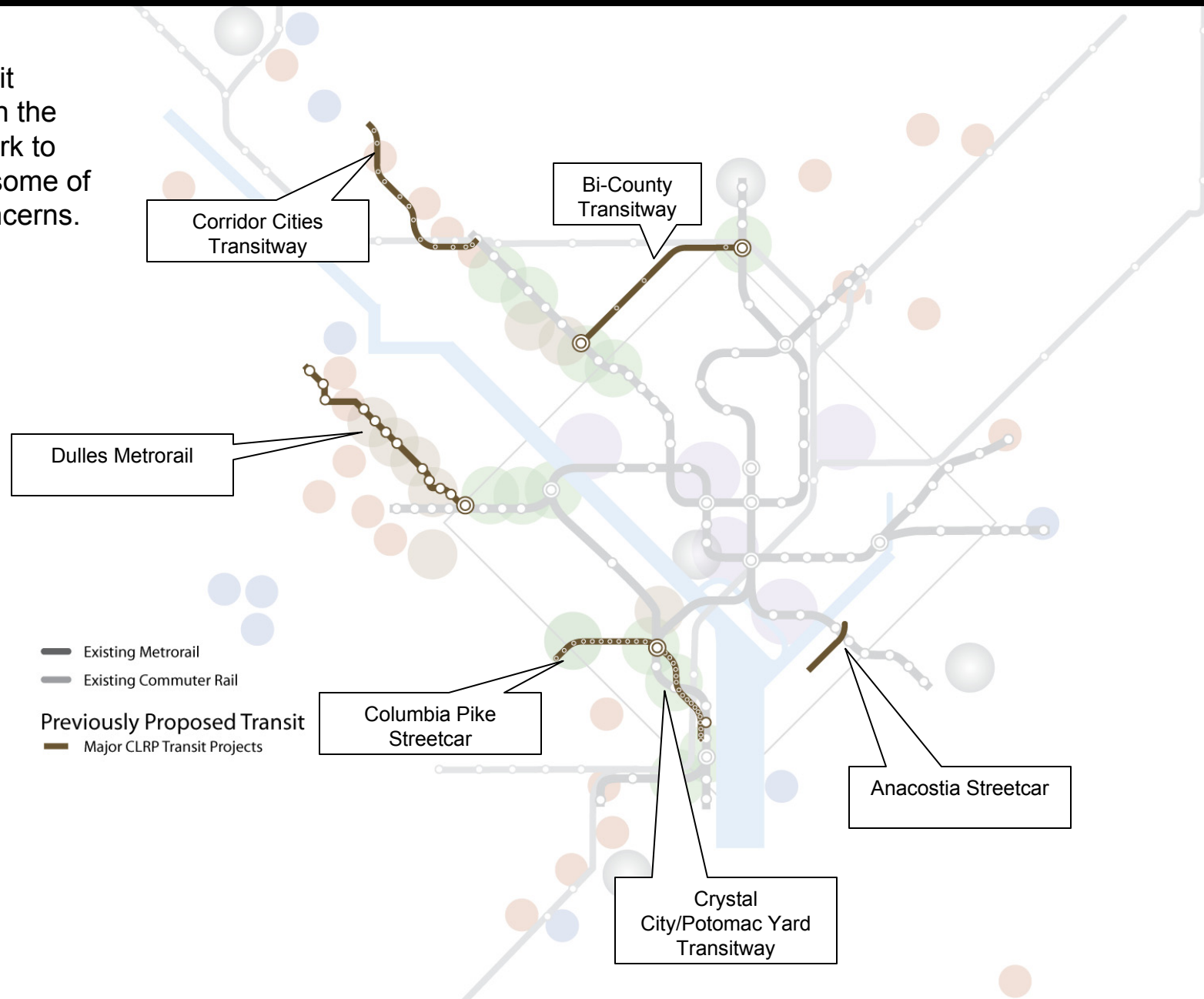
# Existing System

Existing system of activity centers and high quality transit shows mismatch. Many transit stations without activity and many activity centers without high-quality transit.



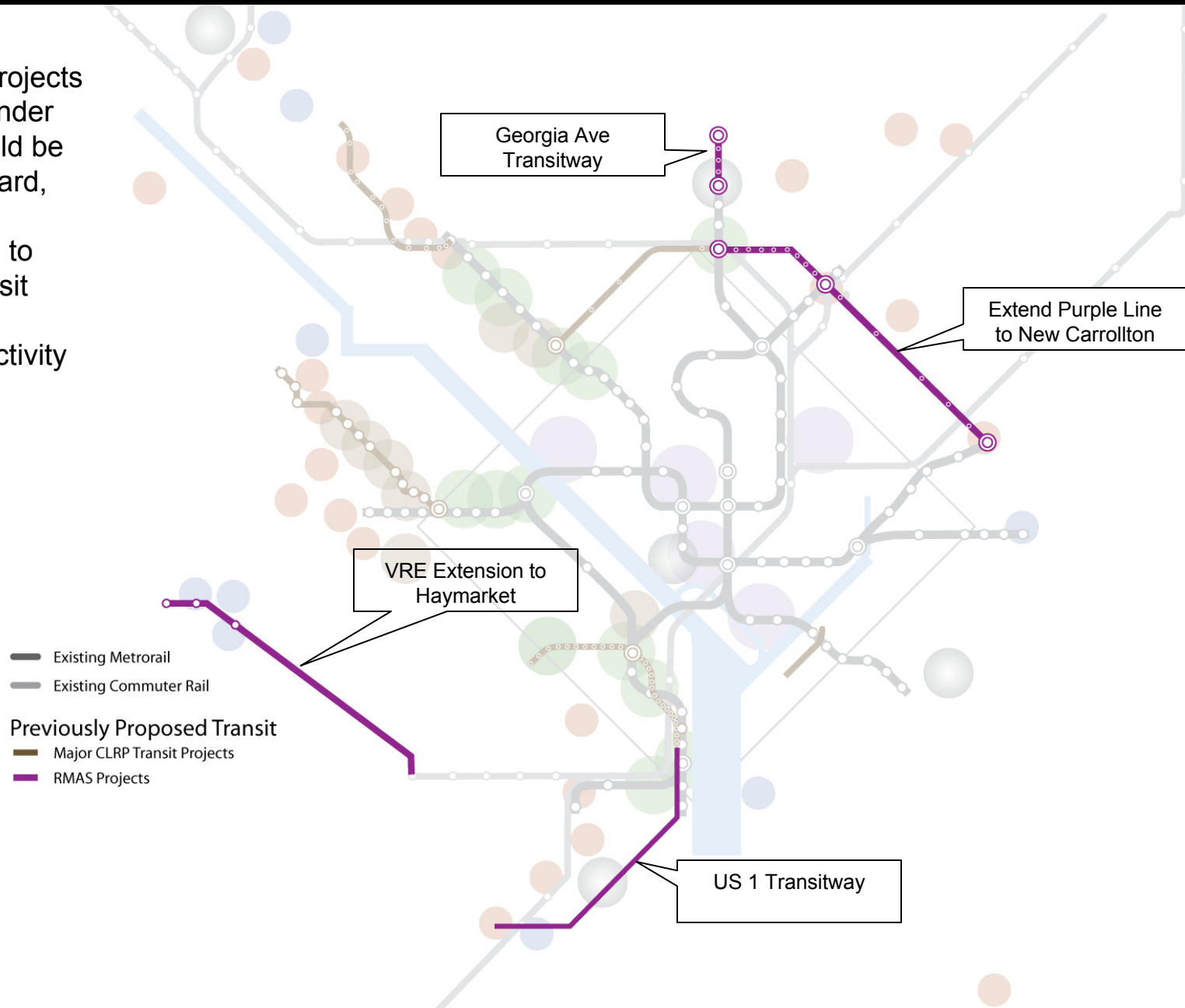
# CLRP Projects

The transit projects in the CLRP work to address some of these concerns.



# Recommended RMAS Projects

Additional projects evaluated under RMAS should be carried forward, with minor modification to provide transit service to additional activity centers.



# Recommended BRT Network

A regional network of BRT operating mostly on priced lanes will provide high-quality transit service to nearly all activity centers in the region.





# Full Scenario Transit Network

This network will provide another layer of high-quality transit on top of existing and proposed transit services.



# Recommendations – Transit Network

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## RMAS Projects Recommended as Specified

- Include Purple Line as studied, from Silver Spring to New Carrollton
- Shorten US-1 (VA) transitway, to run from Braddock Road to Potomac Mills via Ft. Belvoir
- Provide transit to Innovation and Gainesville via VRE extension
- Shorten Georgia Ave. transitway, providing connection between Glenmont and ICC BRT

## Other Recommended Connections

- Downtown Connections: WMATA Priority Corridor Network:
  - Service to/through the core provided along H St NE/NW, 7<sup>th</sup>/9<sup>th</sup> Sts NW and Rhode Island Ave-US 1 Corridor
- Provide transit service to Ft. Detrick/Frederick via extended toll lanes or transitway
- Transit service to White Oak Activity Center provided by WMATA Priority Corridor Network transit service

# Recommendations – Level of Service

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*What are the details of the transit level of service on the BRT network?*

- Maximum LOS for the BRT network is as follows:
  - 12 minute headways during peak periods
  - 30 minute headways during mid-day off-peak and weekends.
  - 30 minute headways during PM off-peak
- Transit on toll lanes will assume 45 MPH travel speed.
- Transit on mixed/priority lanes will assume 15 MPH travel speed.
- Assume off-board payment systems for entire network.
- Assume all-door boarding at all transit stations.
- Assume 60' articulated vehicles, 5 sets of doors (2 on the left, 3 on the right).
  - Capacity: 80 passengers seated, total of 120 including standing

# Next Steps

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**November 2008 – December 2008**

**Solicit final feedback from Regional Bus  
Subcommittee**

**December 2008**

**Begin network coding**