TPB SCENARIO STUDY

Progress on "CLRP Aspirations" & "What Would it Take?" Scenarios

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The Two New Scenarios

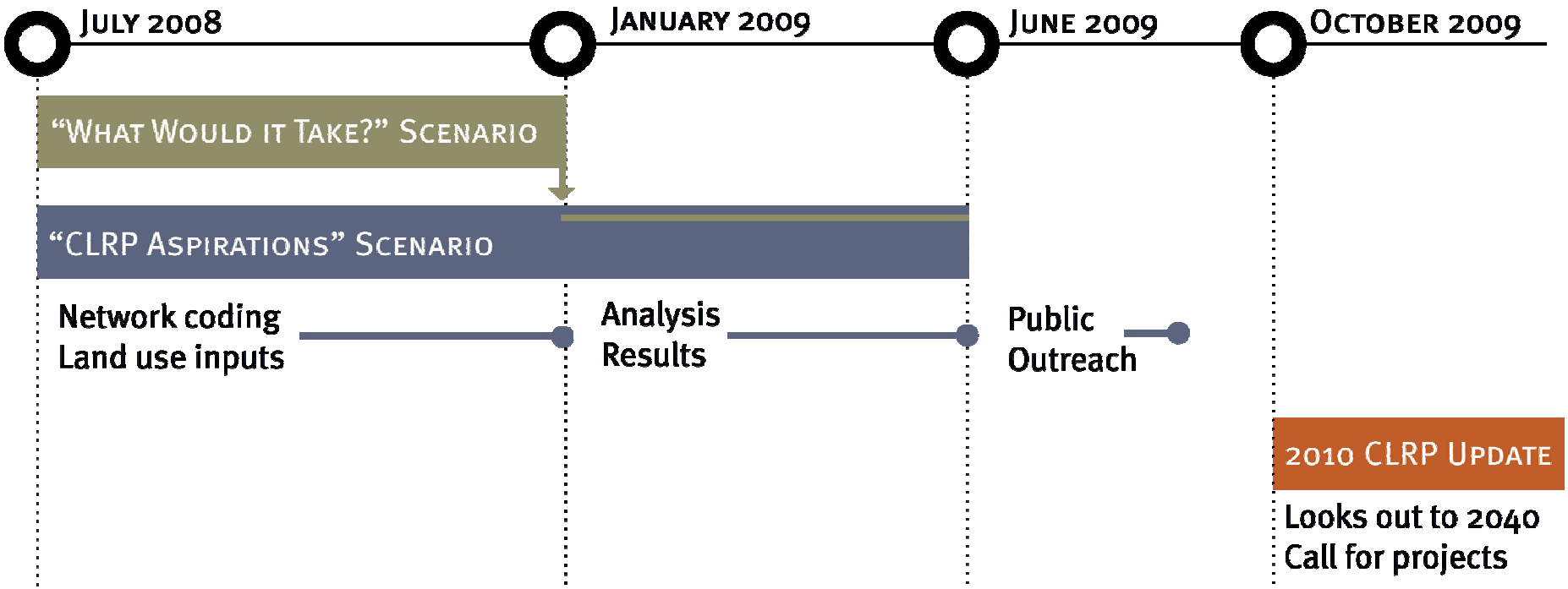
CLRP Aspirations

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 CO2 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



Developing the Scenarios

CLRP Aspirations

1. Transportation Component
2. Land Use Component

WWIT

3. Evaluation of WWIT Strategies

Developing the CLRP Aspirations Scenario

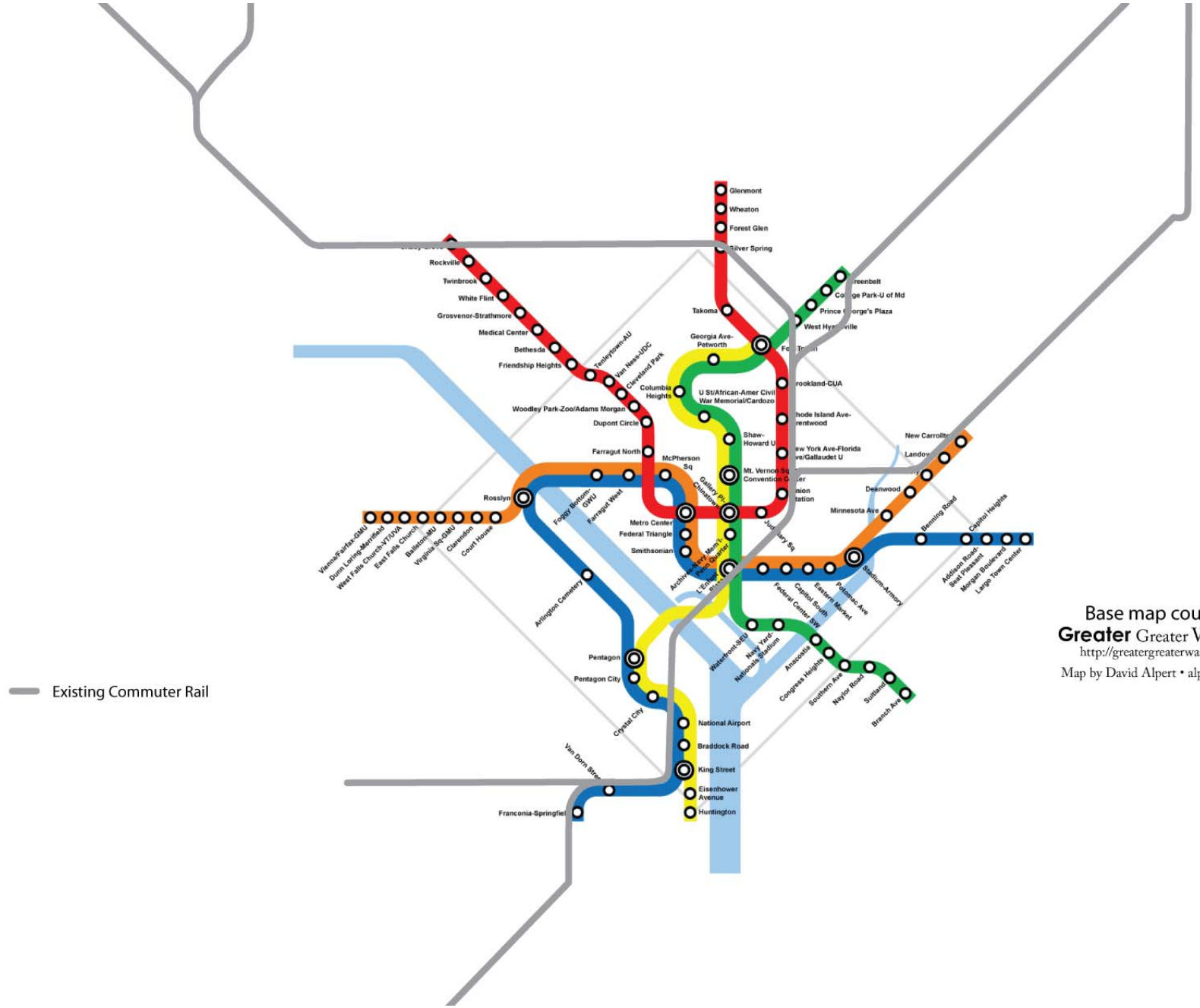
4 principles of RMAS

1. **Bring people closer to their jobs**, thereby reducing their commuting distance
2. **Create a balance between the number of workers and jobs** available in the region
3. **Land use shifts should push the boundaries** of current zoning and comprehensive plan restrictions, while insuring that changes remain feasible
4. Land use changes should be **supported by high quality transportation infrastructure**.

CLRP Aspirations

The Transportation Component

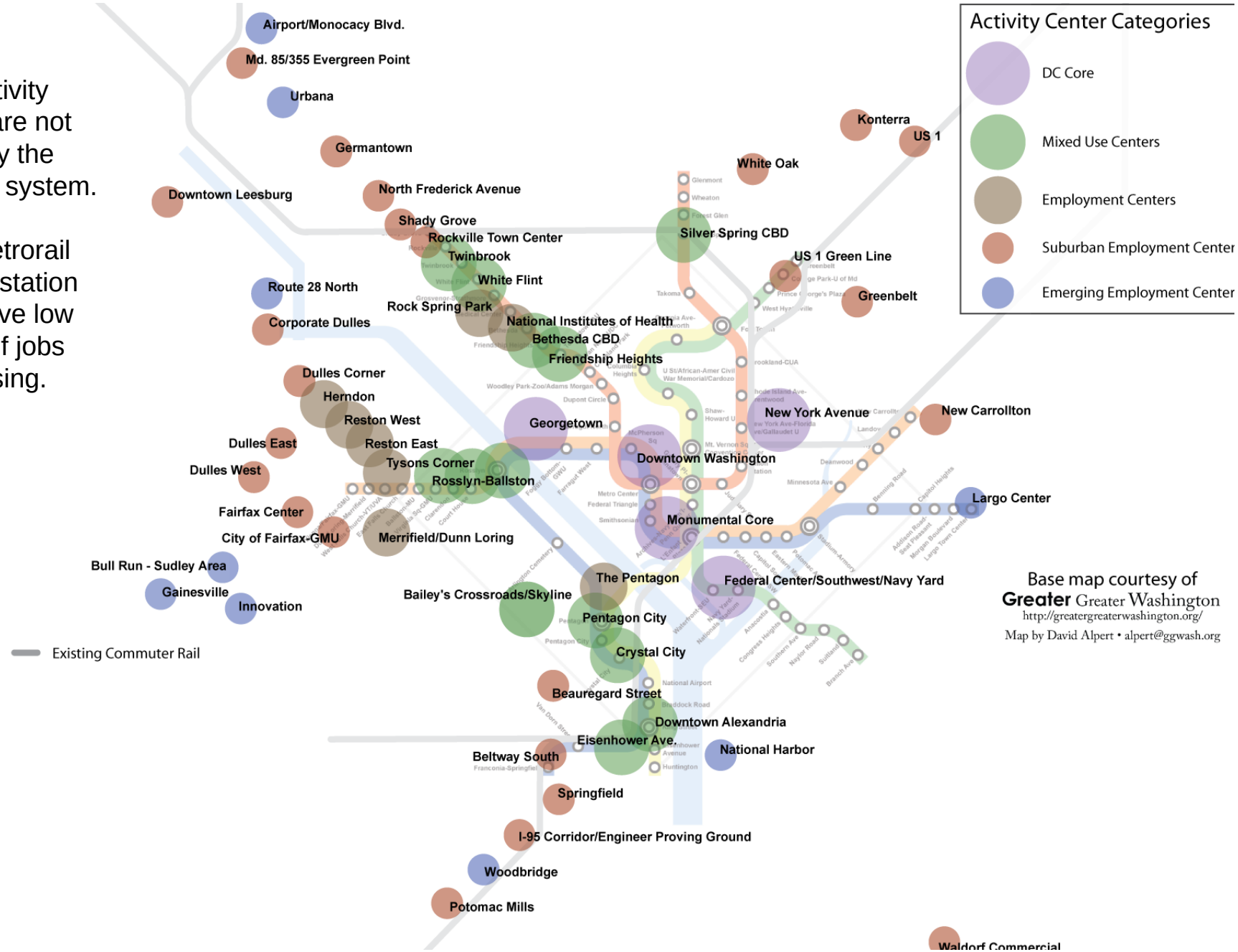
Existing Metrorail and Commuter Rail



Regional Activity Centers

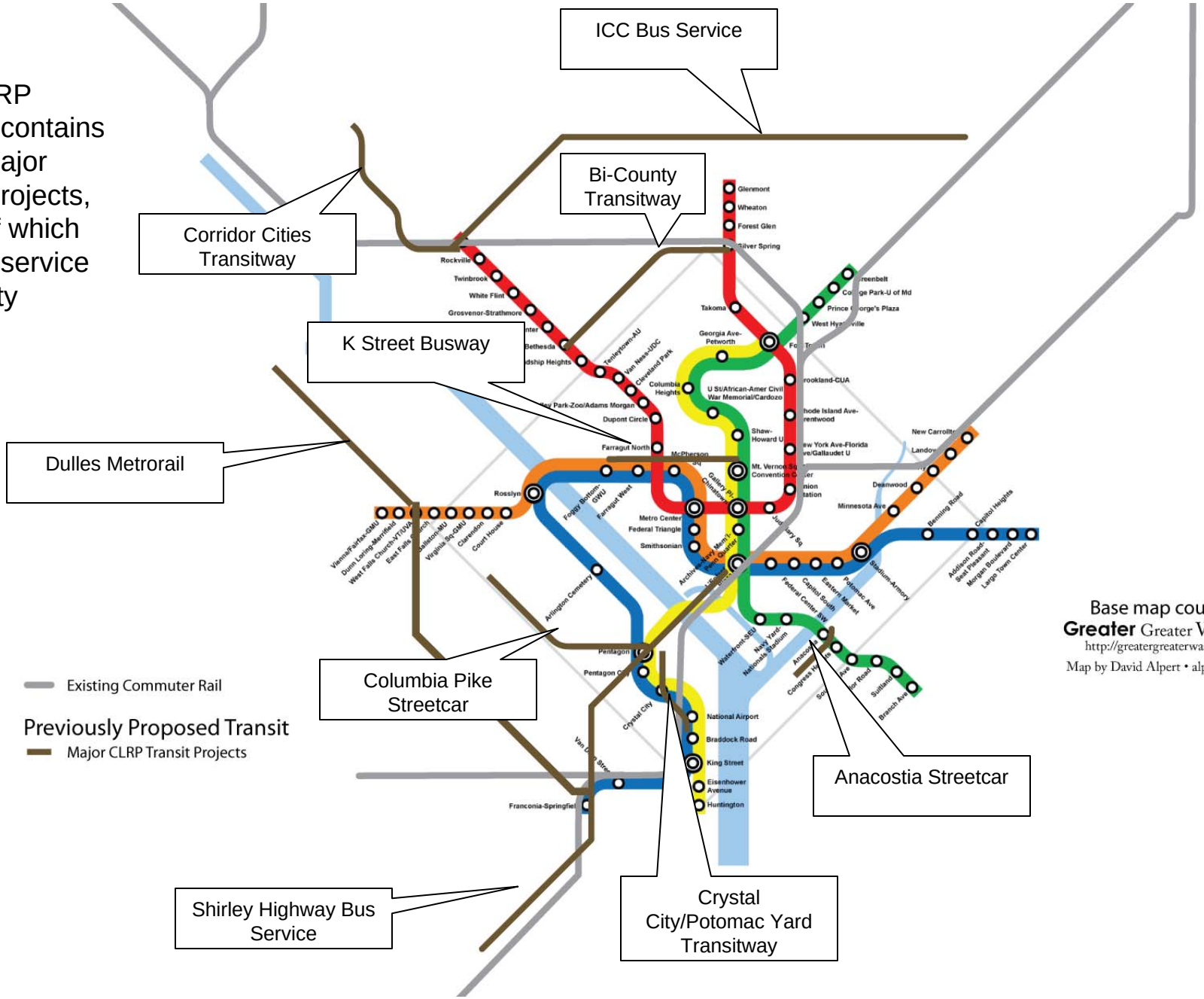
Many activity centers are not served by the Metrorail system.

Many Metrorail stations' station areas have low density of jobs and housing.



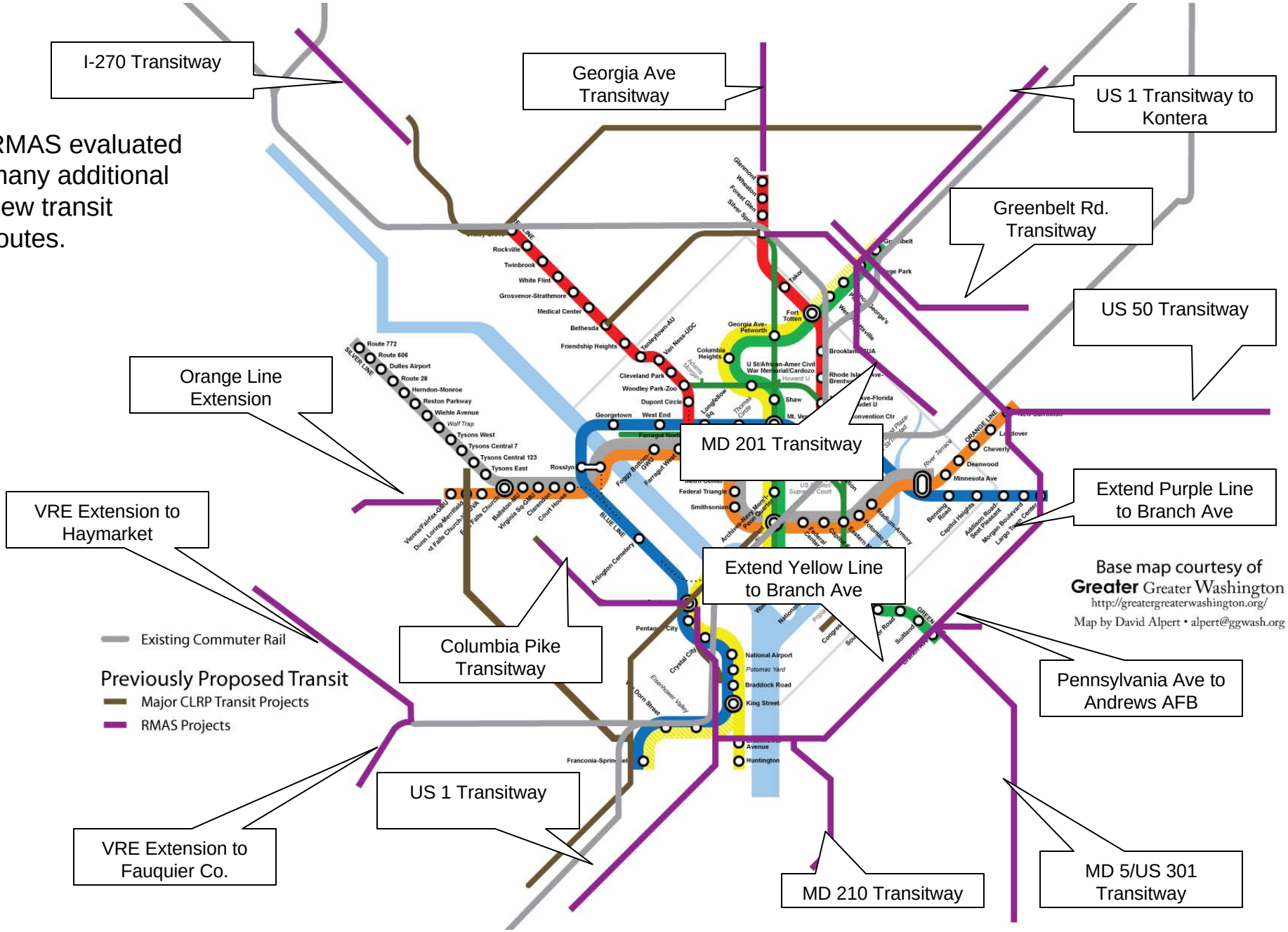
CLRP Major Transit Projects

The CLRP already contains many major transit projects, many of which provide service to activity centers.



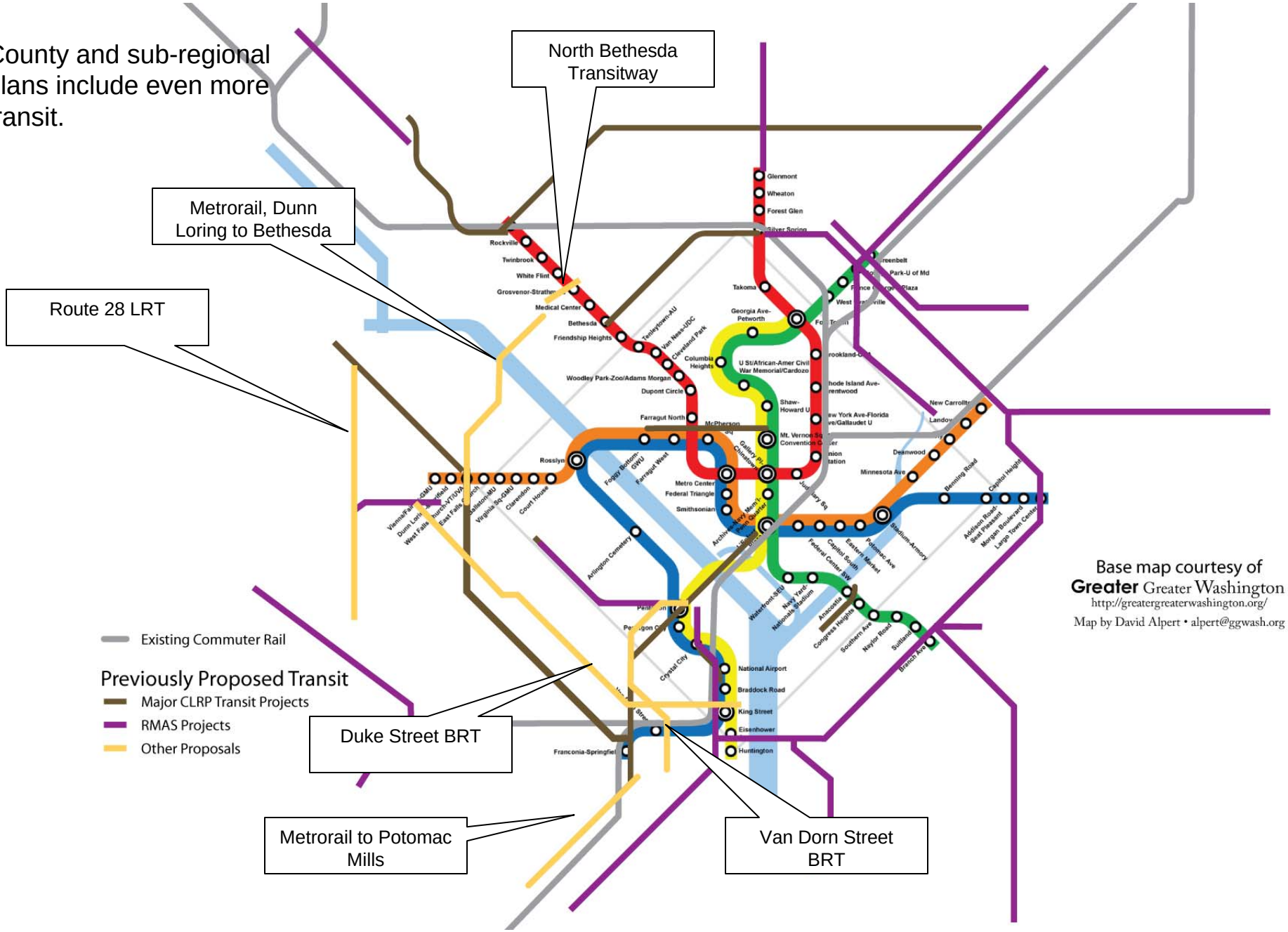
RMAS Transit Projects

RMAS evaluated many additional new transit routes.



Other studied major transit projects

County and sub-regional plans include even more transit.

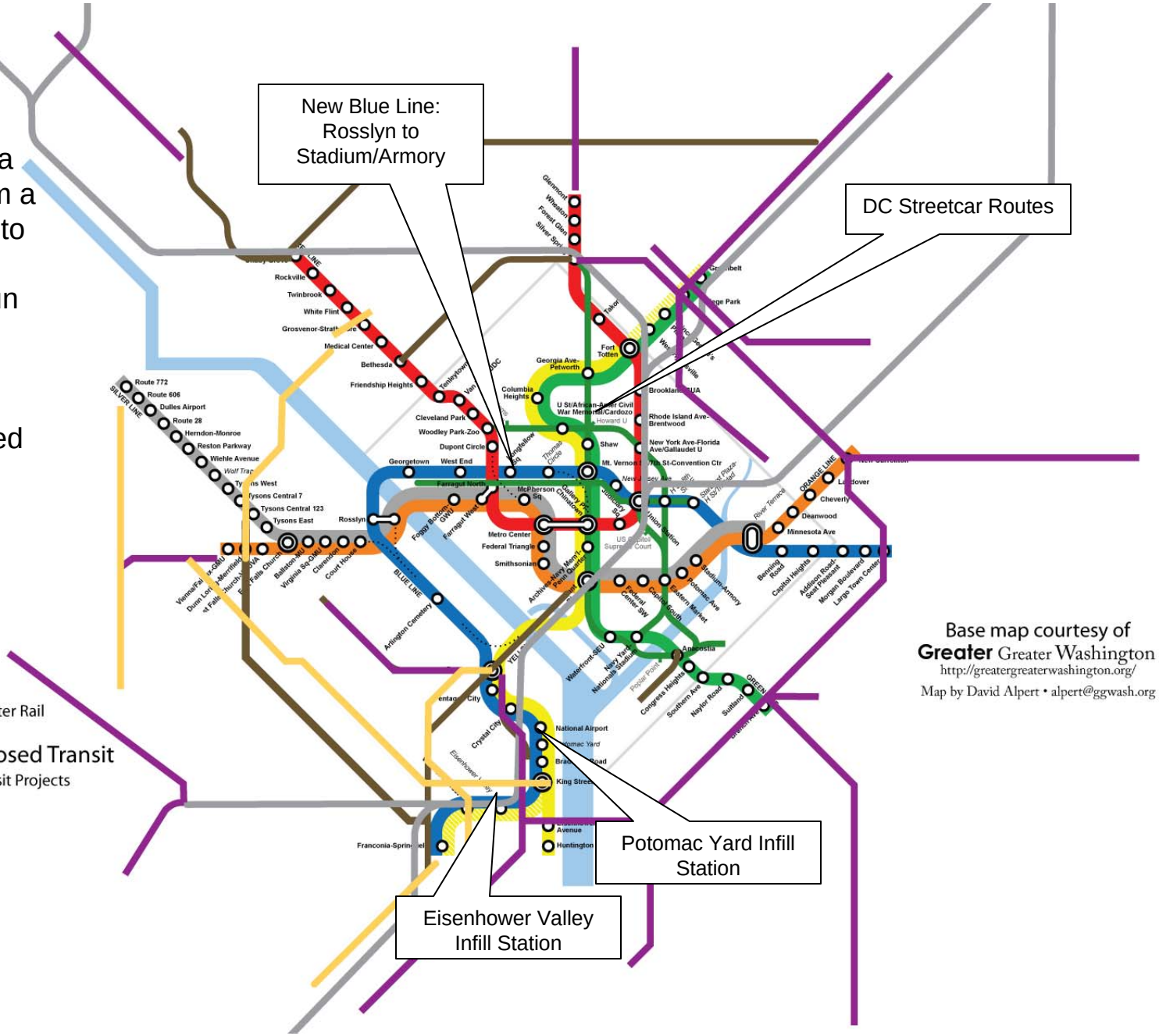


DC rail projects: WMATA and DCAA

WMATA core capacity studies state need for a new river crossing from a new Rosslyn station into Georgetown, where a new Blue line would run along M St.

The DC alternatives analysis study proposed three major streetcar routes in DC

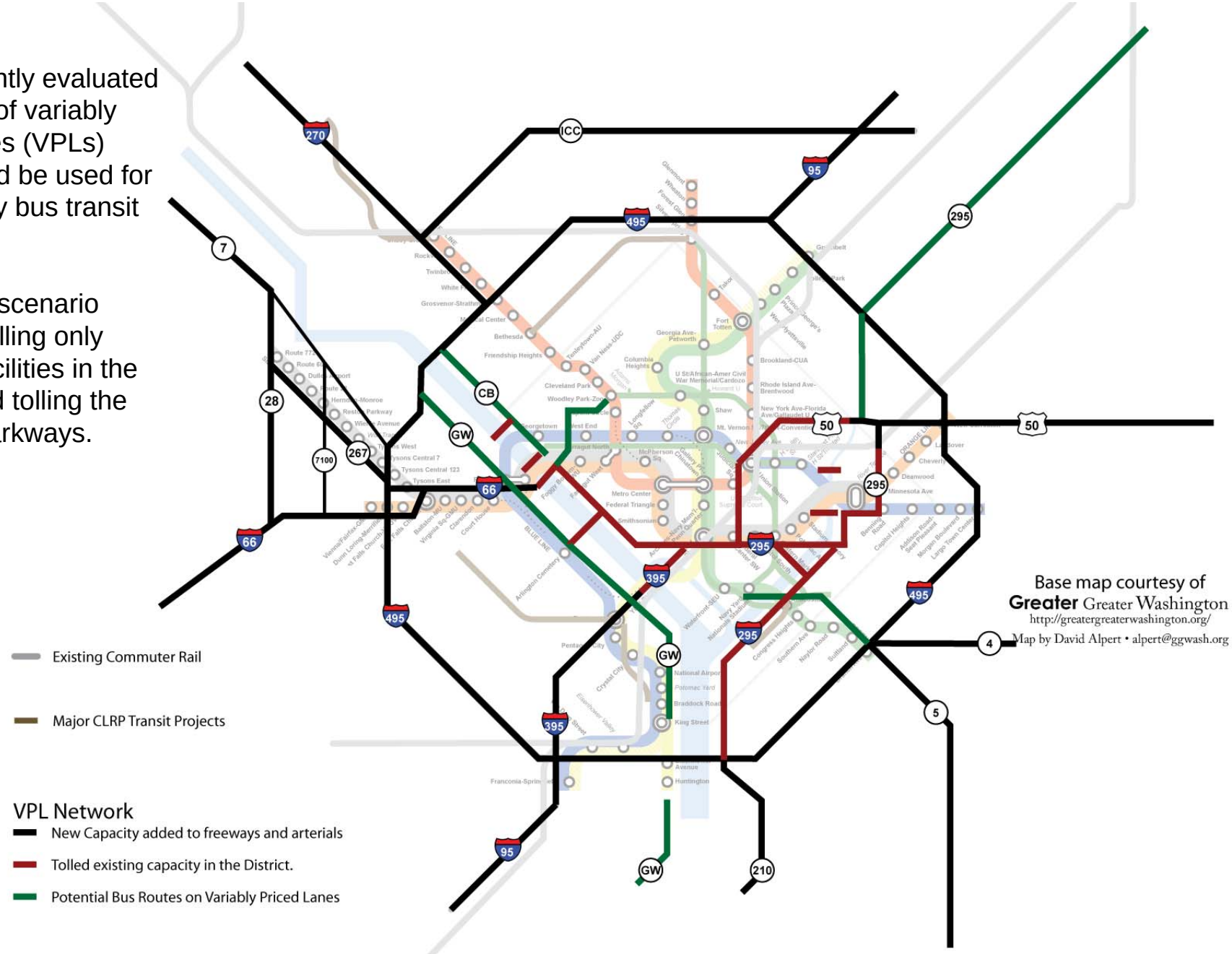
Two infill stations are being considered in Alexandria



Studied Network of Variably Priced Lanes (VPLs)

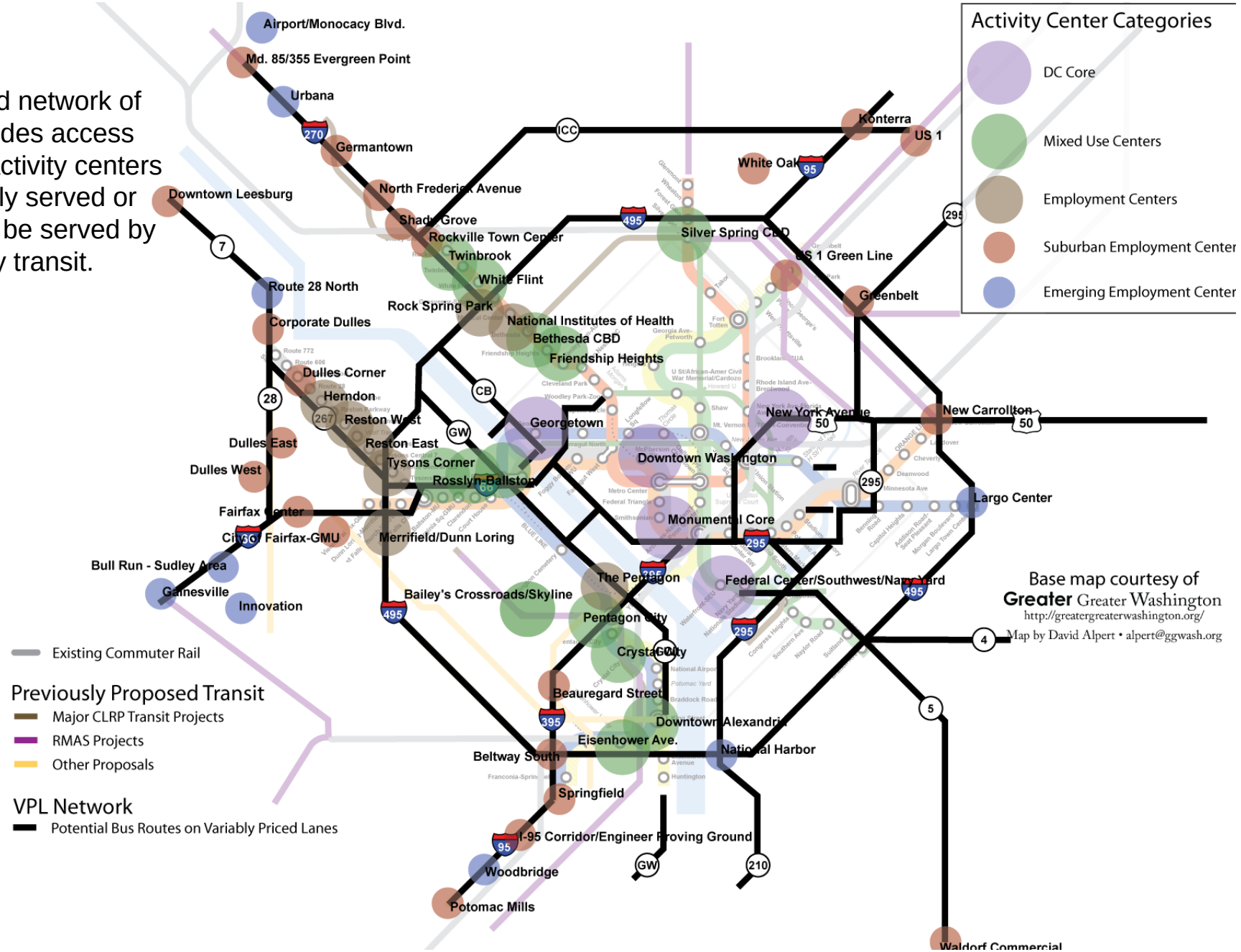
TPB Recently evaluated a network of variably priced lanes (VPLs) which could be used for high-quality bus transit service.

Advanced scenario includes tolling only existing facilities in the District and tolling the region's parkways.



Studied Network of Variably Priced Lanes with Activity Centers

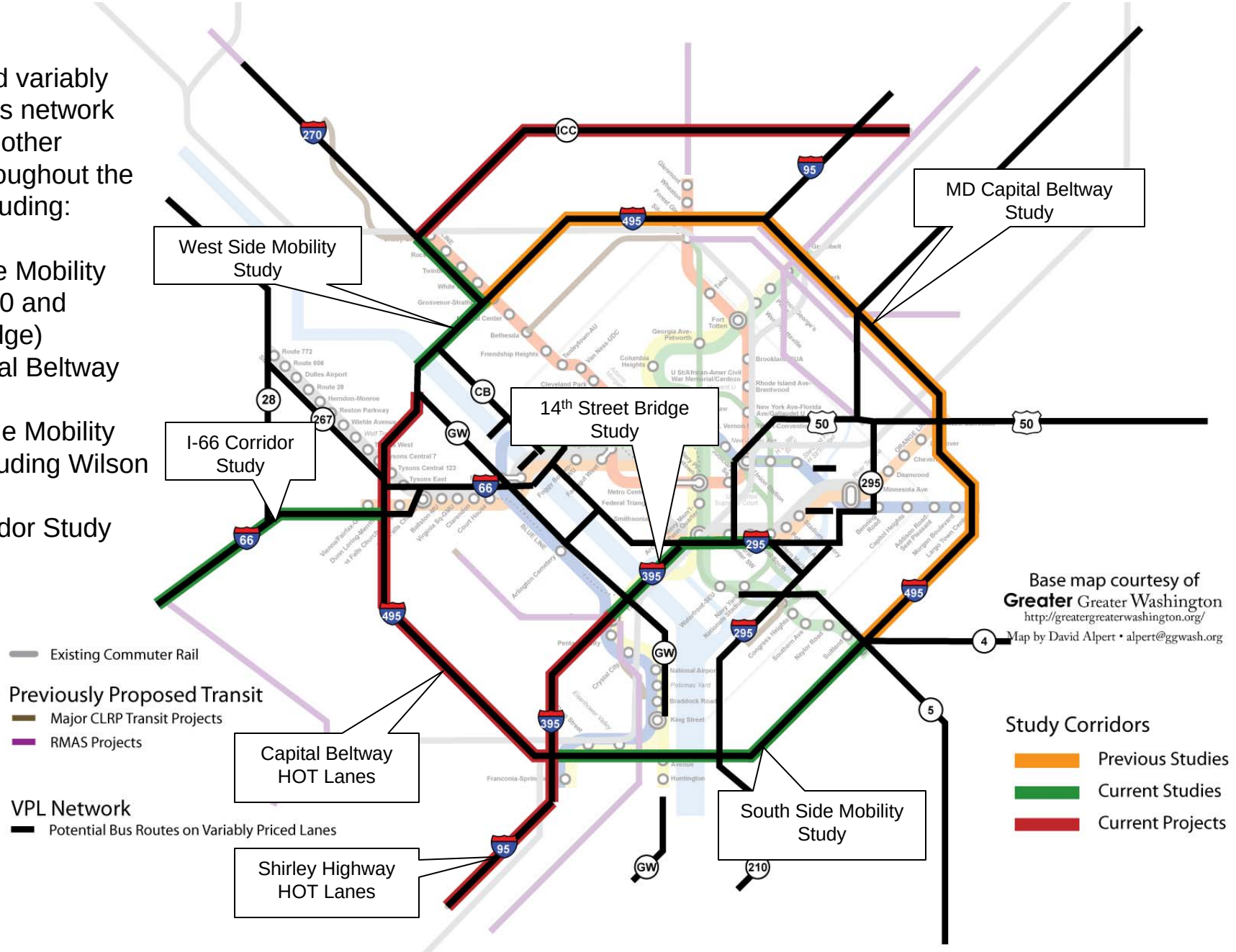
The studied network of VPLs provides access nearly all activity centers not currently served or planned to be served by high quality transit.



Interaction With Regional Studies

The studied variably priced lanes network can inform other studies throughout the region, including:

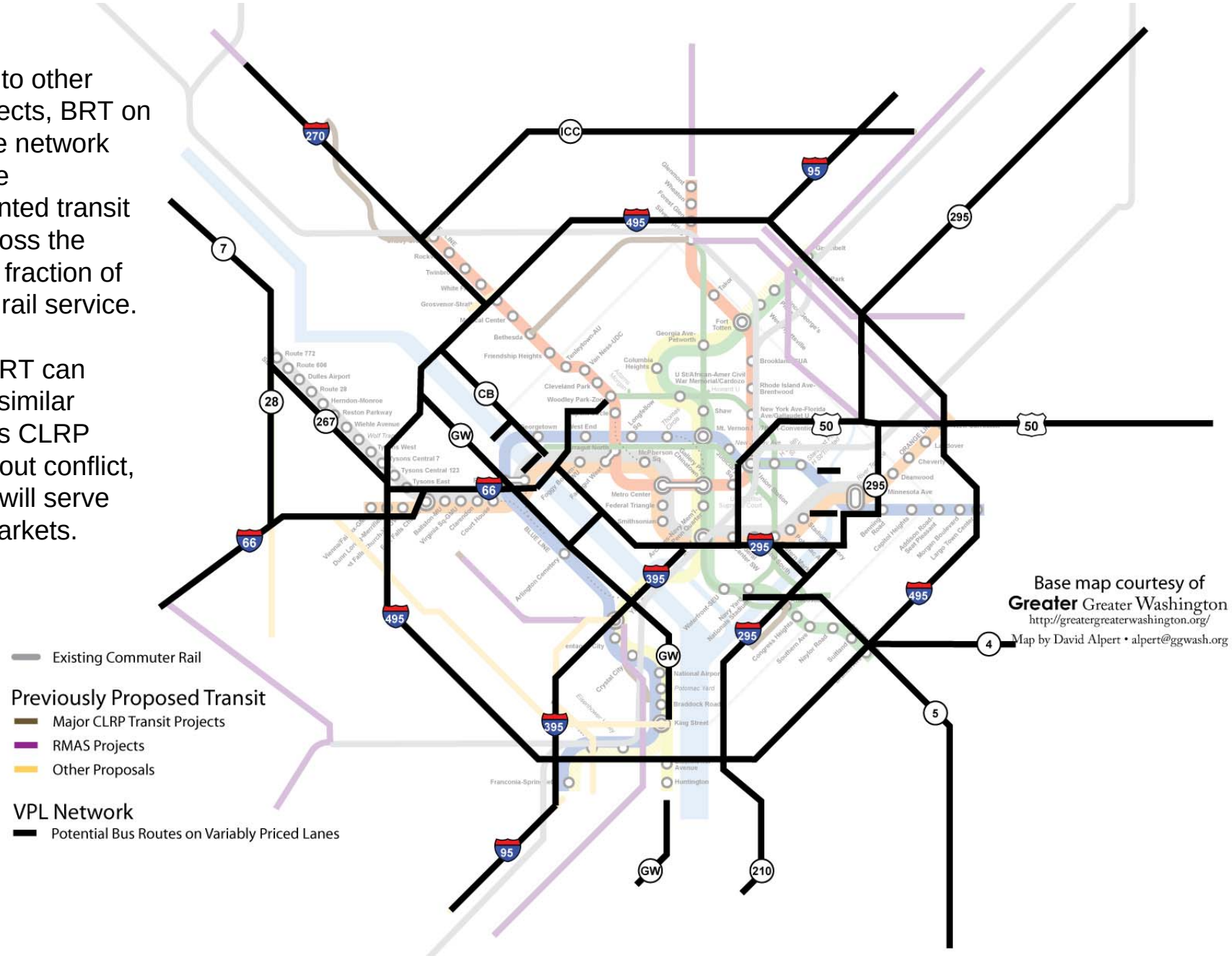
- West Side Mobility Study (I-270 and Legion Bridge)
- MD Capital Beltway Study
- South Side Mobility Study (Including Wilson Bridge)
- I-66 Corridor Study



BRT on the Toll Lane Network?

In addition to other transit projects, BRT on the toll lane network can provide unprecedented transit access across the region at a fraction of the cost of rail service.

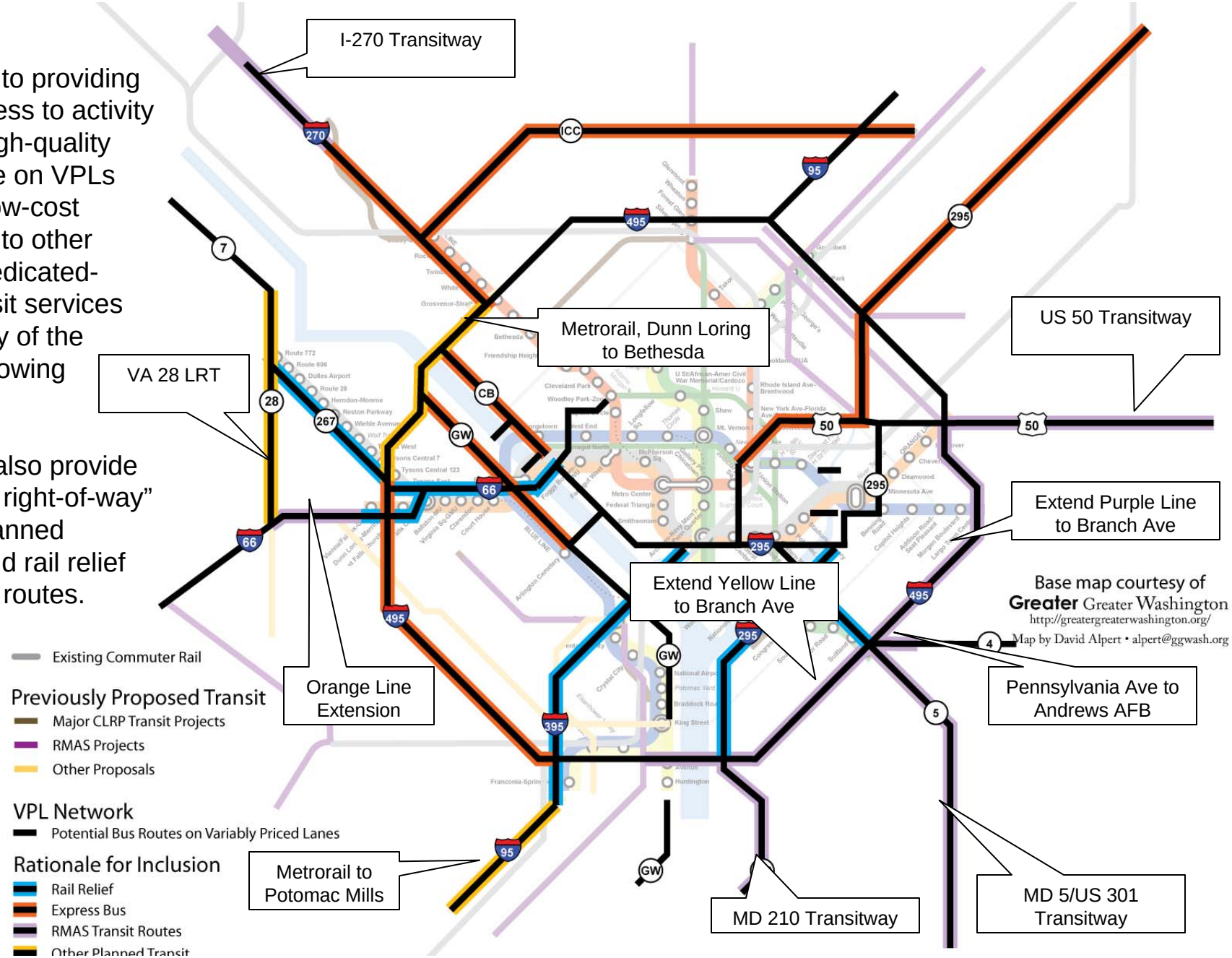
Toll-lane BRT can operate in similar corridors as CLRP transit without conflict, since they will serve different markets.



Rationale for BRT on Variably Priced Lanes

In addition to providing transit access to activity centers, high-quality bus service on VPLs can be a low-cost alternative to other planned dedicated-ROW transit services along many of the region's growing corridors.

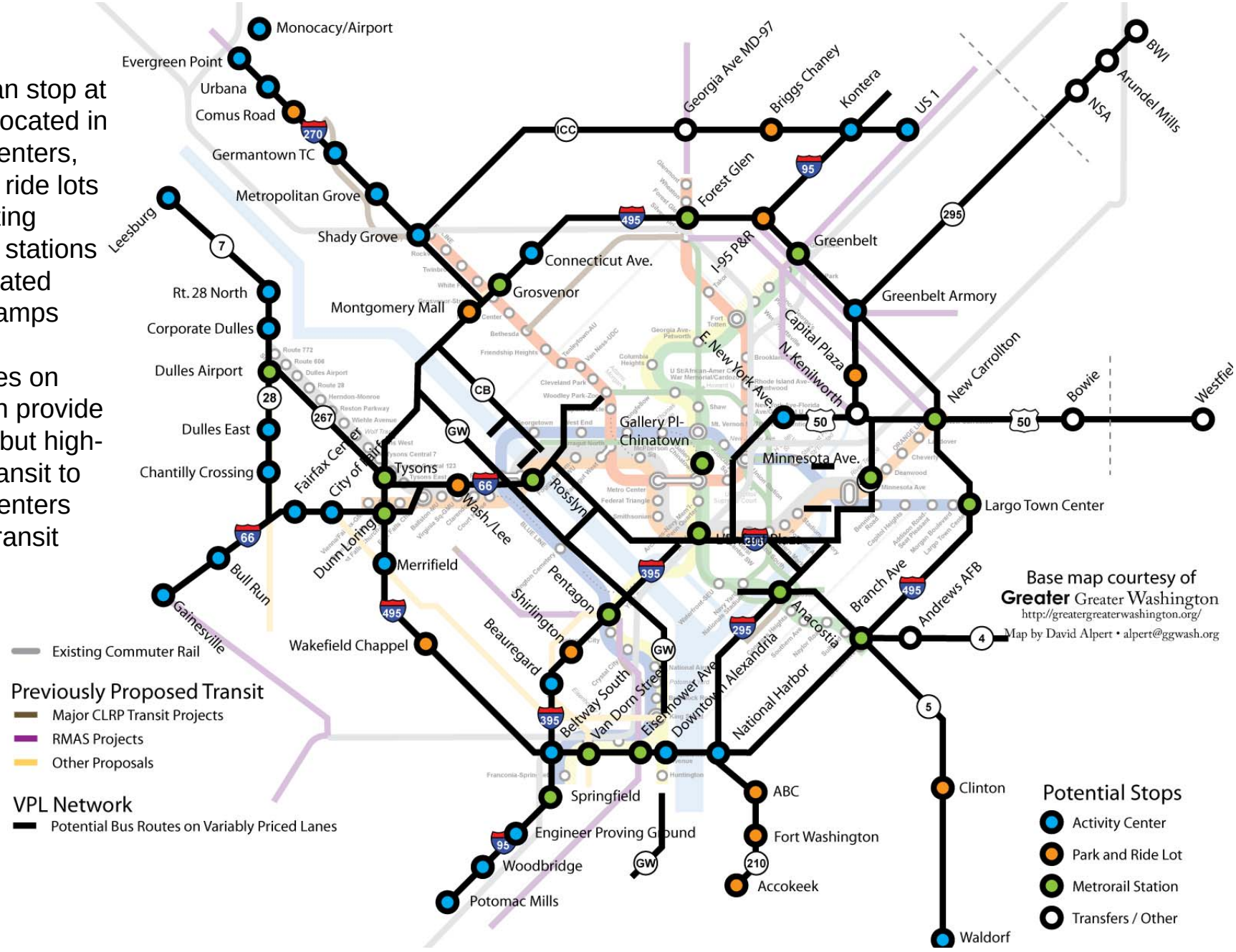
VPLs can also provide "dedicated right-of-way" to other planned express and rail relief routes bus routes.



Potential Bus Station Locations

Buses can stop at stations located in activity centers, park and ride lots and existing Metrorail stations via dedicated access ramps

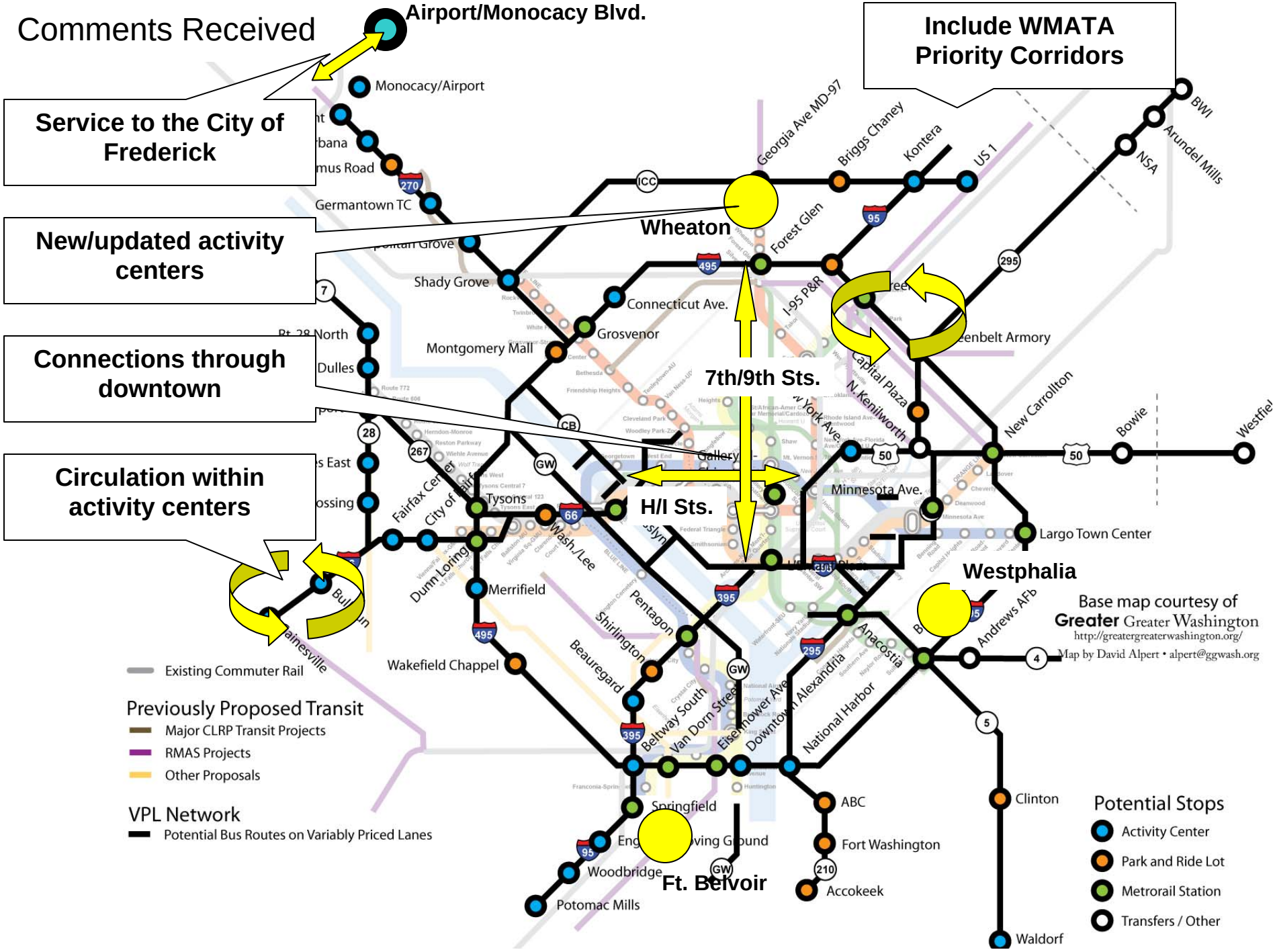
Bus routes on VPLs can provide low-cost but high-quality transit to activity centers without transit service.



Bus Service on Variably Priced Lanes

- Previous pricing study evaluated regular and express bus service operating on the variably priced lanes
- CLRP Aspirations Scenario to include BRT-like bus stations and technologies at high-demand locations

The Shirlington Transit Station, Arlington, VA.

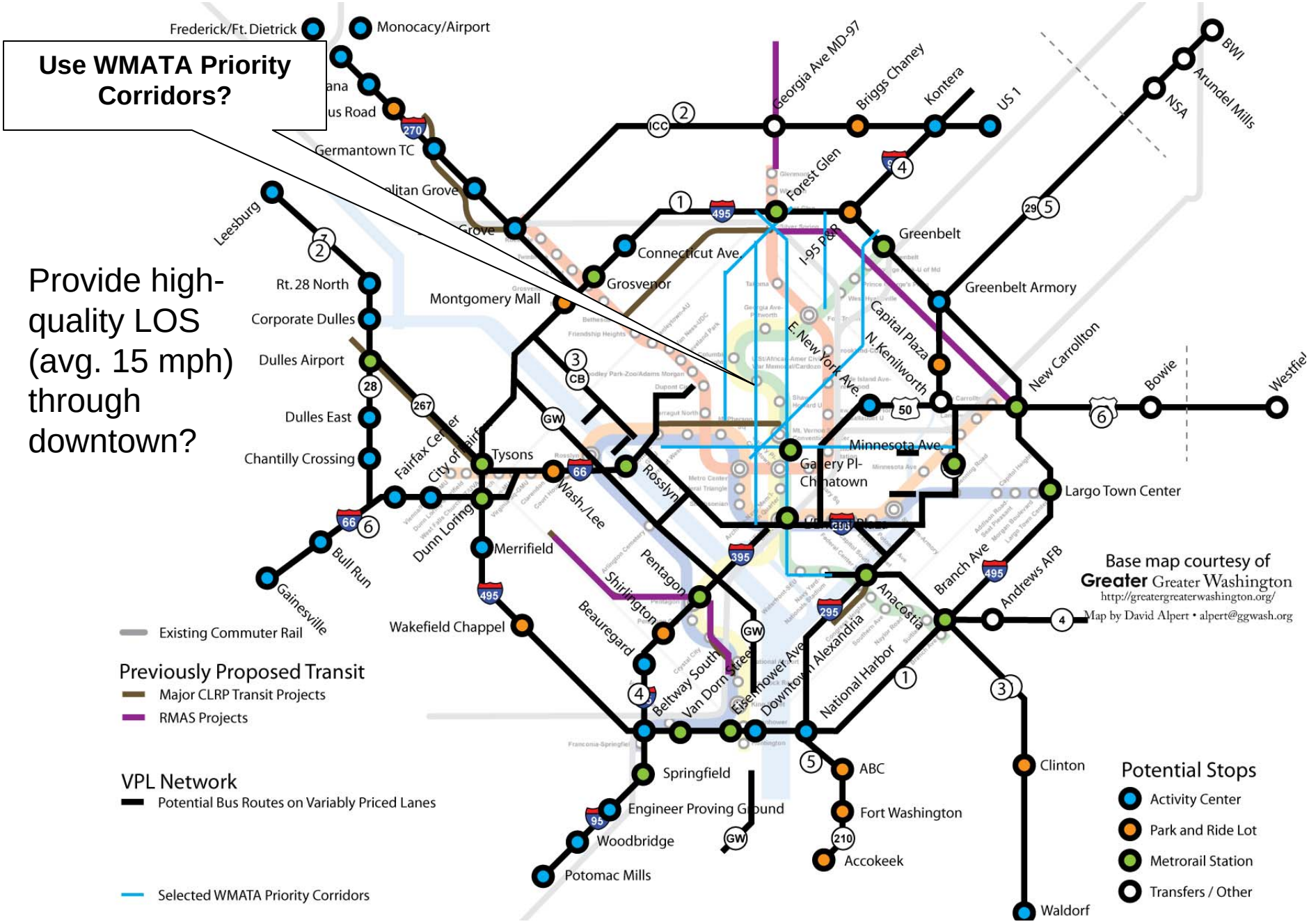

Comments Received
Airport/Monocacy Blvd.
Include WMATA Priority Corridors
Service to the City of Frederick
New/updated activity centers
Connections through downtown
Circulation within activity centers
Monocacy/Airport
Germantown TC
Shady Grove
Wheaton
Forest Glen
Georgia Ave MD-97
Briggs Chaney
Kontera
US 1
BWI
Arundel Mills
NSA
Connecticut Ave.
Grosvenor
Montgomery Mall
I-95 P&R
Greenbelt Armory
Capital Plaza
N. Kenilworth
New Carrollton
Bowie
7th/9th Sts.
H/I Sts.
Gallery
Tysons
Fairfax Center
City of Fairfax
Wash./Lee
Minnesota Ave.
Largo Town Center
Westphalia
Merrifield
Dunn Loring
Pentagon
Shirlington
Beauregard
Wakefield Chappel
Andrews AFB
Anacostia
National Harbor
Downtown Alexandria
Eisenhower Ave
Van Dorm Street
Beltway South
Springfield
Woodbridge
Potomac Mills
Ft. Belvoir
ABC
Fort Washington
Accokeek
Clinton
Waldorf
Base map courtesy of Greater Greater Washington
http://greatergreaterwashington.org/
Map by David Alpert • alpert@ggwash.org
Existing Commuter Rail
Previously Proposed Transit
Major CLRP Transit Projects
RMAS Projects
Other Proposals
VPL Network
Potential Bus Routes on Variably Priced Lanes
Potential Stops
Activity Center
Park and Ride Lot
Metrorail Station
Transfers / Other

Connections Through Downtown DC?

Connections Through Downtown DC?

Use WMATA Priority Corridors?

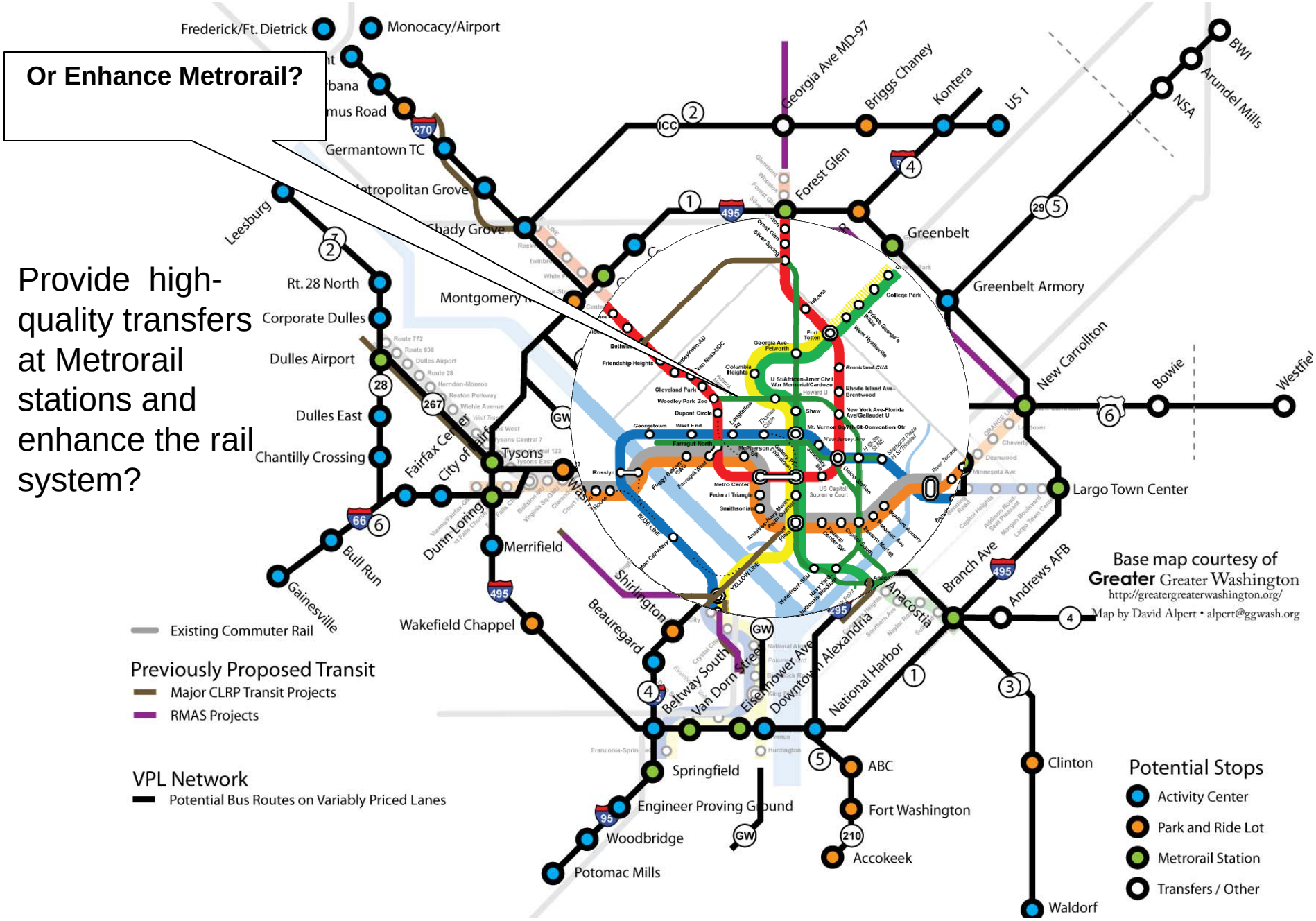
Provide high-quality LOS (avg. 15 mph) through downtown?



Connections Through Downtown DC?

Or Enhance Metrorail?

Provide high-quality transfers at Metrorail stations and enhance the rail system?



Questions for Consideration

- Activity Centers:
  - Can we shift development to new areas, including Westphalia, Fort Detrick, Fort Belvoir and Wheaton?
  - Are there other areas that are not activity centers that deserve more development?

The land use component of the scenario is being addressed by TPB staff in conjunction with the COG Planning Directors Technical Advisory Group

Questions for Consideration

Should other transit projects be included?

- DC Streetcar, Three routes: Georgetown to L'Enfant Plaza, Georgetown to Minnesota Ave, Bolling AFB to Silver Spring
- DC BRT, Two routes: Woodley Park to L'Enfant Plaza, Georgetown to Skyland
- Alexandria BRT, Two routes: Duke Street and Van Dorn St.

Other studied projects incorporated into toll-lane BRT system.

Questions for Consideration

- BRT Level of Service:
  - Peak and off peak headways
    - 10 minutes peak, 30 minutes off-peak?
  - Operating assumptions for freeways and arterials
  - Payment system assumptions (on- vs. off-board)
  - Boarding platforms, station areas, number of doors

- Park and Ride Lots
  - Many new, high-capacity park-and-ride lots need to be added
    - Especially needed with tolling of existing lanes
  - Where should they be located? Capacity for how many vehicles?

What other criteria must be specified before the network can be coded?

Next Steps

Final review of transportation network by TPB Scenario Study Task Force in October

Code network and begin analysis