



Washington Metropolitan Area Transit Authority

Together, the Region Can Grow Responsibly

Planning Directors Technical Advisory Committee

April 15, 2016



Land Use IS a Transportation Strategy

- Regional cooperation is the new black
- The region's current trajectory
- Using the transportation system we built more efficiently
- Benefits to the region of being a region
- Moving forward

Talking the Regional Talk

The Washington Post
What dying office parks are doing to Montgomery County
 Montgomery County officials are not yet ready to bid their office parks to new employer, including government contractors.

The Washington Post
In the Washington suburbs, the march of the mini cities
 Last year, managers of several counties in Rockville location had to make a choice: about whether to move their offices to the new mini cities.

The Washington Post
Millennials may be about to move out
 Last year, managers of several counties in Rockville location had to make a choice: about whether to move their offices to the new mini cities.

The Washington Post
The New Washington
 There are more people, shops, restaurants and condo buildings than ever before. And the explosion of change is not over.

WASHINGTON BUSINESS JOURNAL
Here are 3 Economic Development Issues Greater Washington Politicians Can Agree On

npr
Amid the Stereotypes, Some Facts About Millennials

npr
Millennials Choosing Buses and Bikes Over Buicks

MOMENTUM
 metro The Next Generation of Metro

Region
Forward

REGIONALISM

ECONOMY FORWARD
 COG's call to action for a more competitive metropolitan Washington

State of the Region: Infrastructure Report
2015
 METRO COUNCIL OF GOVERNMENTS



The Region's Current Trajectory


By 2040

GROW

 1.3 million (+24%) more people

 1.2 million (+36%) more jobs


BUILD


 \$42 B
to build new roads and transit projects

 +7% new lane miles of roadway

 +14% new transit miles

BENEFIT





+70% more congestion on key roads at peak times

+23% more trips on all modes all day

+34% more trips on transit all day

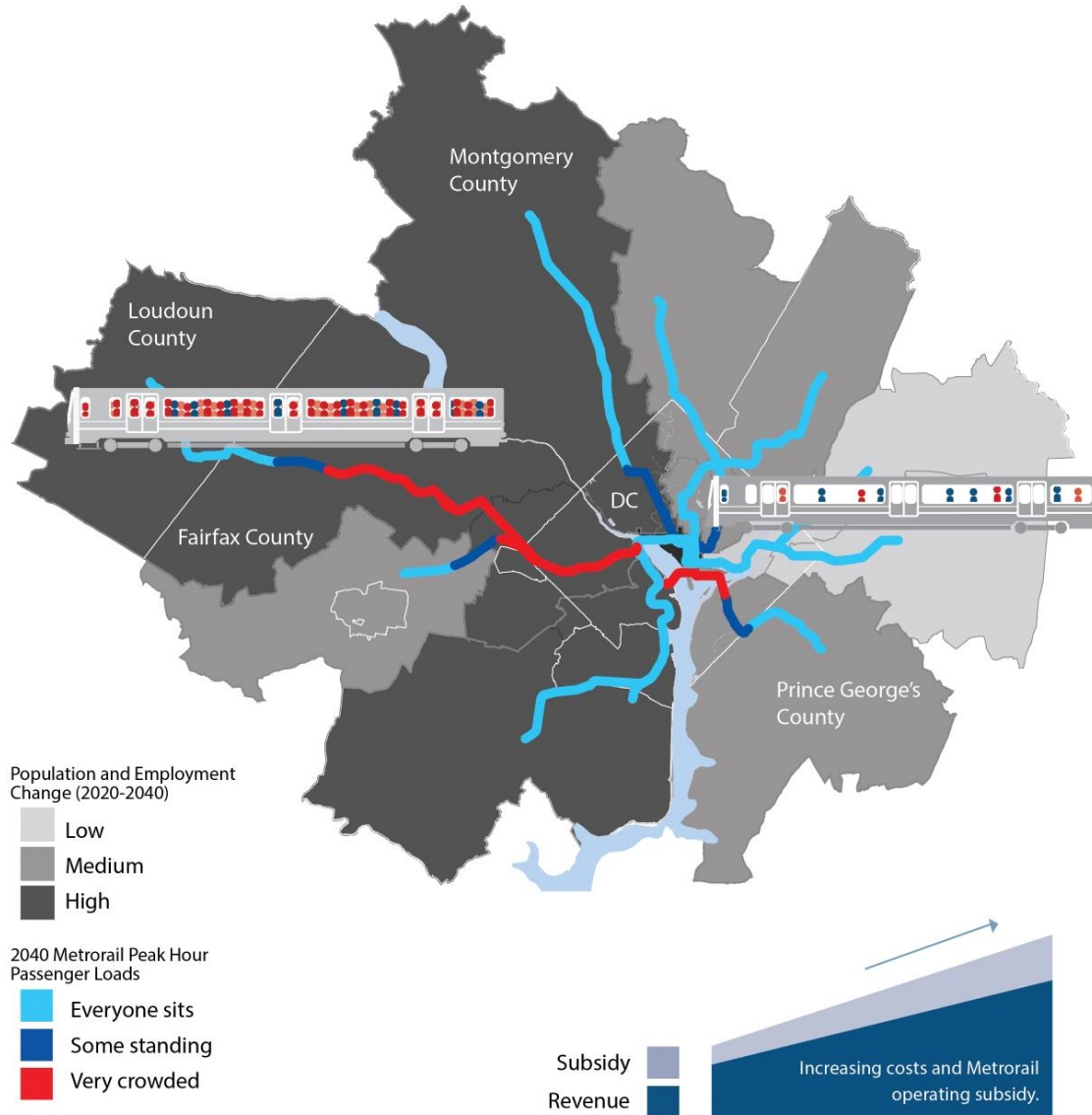
We're Paying Dearly for It...



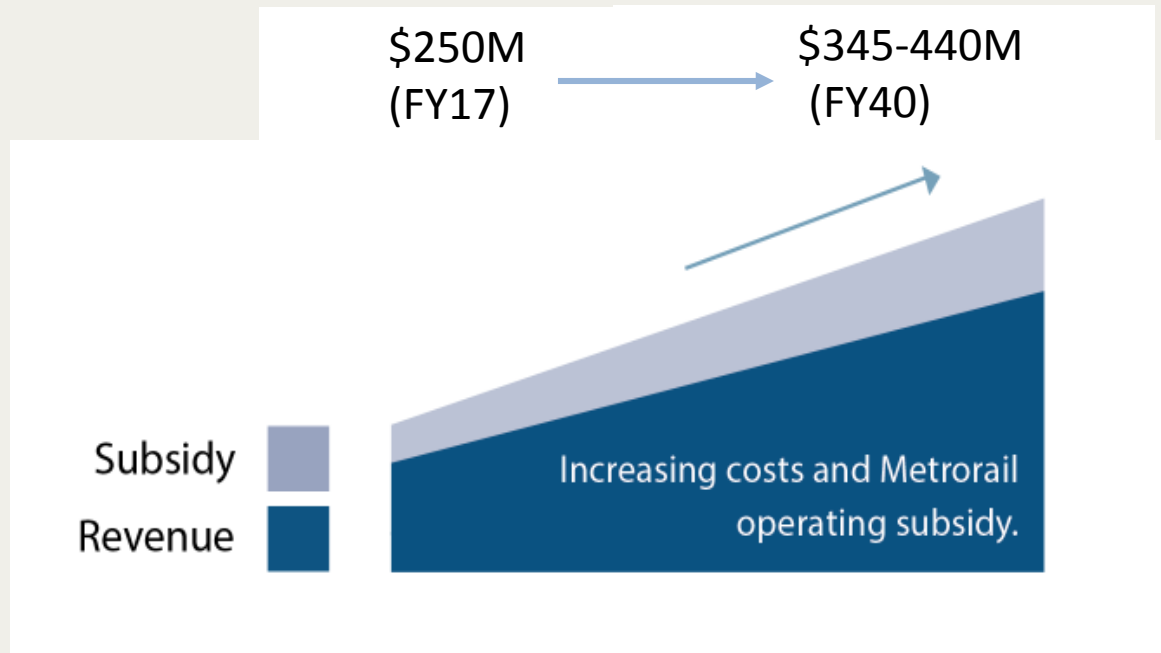
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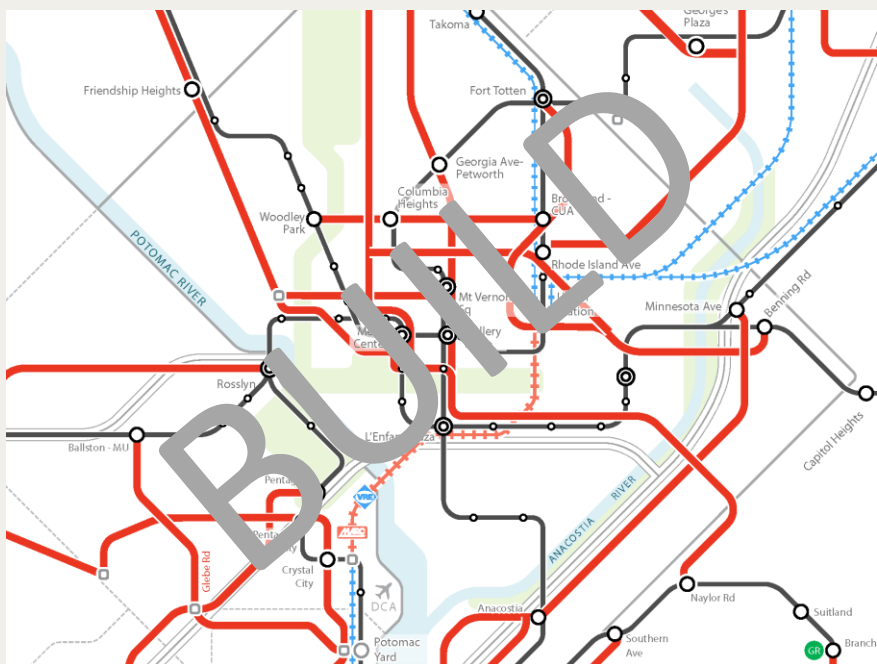
We're Paying Dearly for It...



We're Paying Dearly for It...



The Region has Options



- New Metrorail lines in the core
- Create network of high quality surface transit that connect across barriers
- Increase commuter rail/bus frequency and span of service

AND
/ OR



Better utilize station areas and corridors with transit



Increase walkability of station areas and neighborhoods

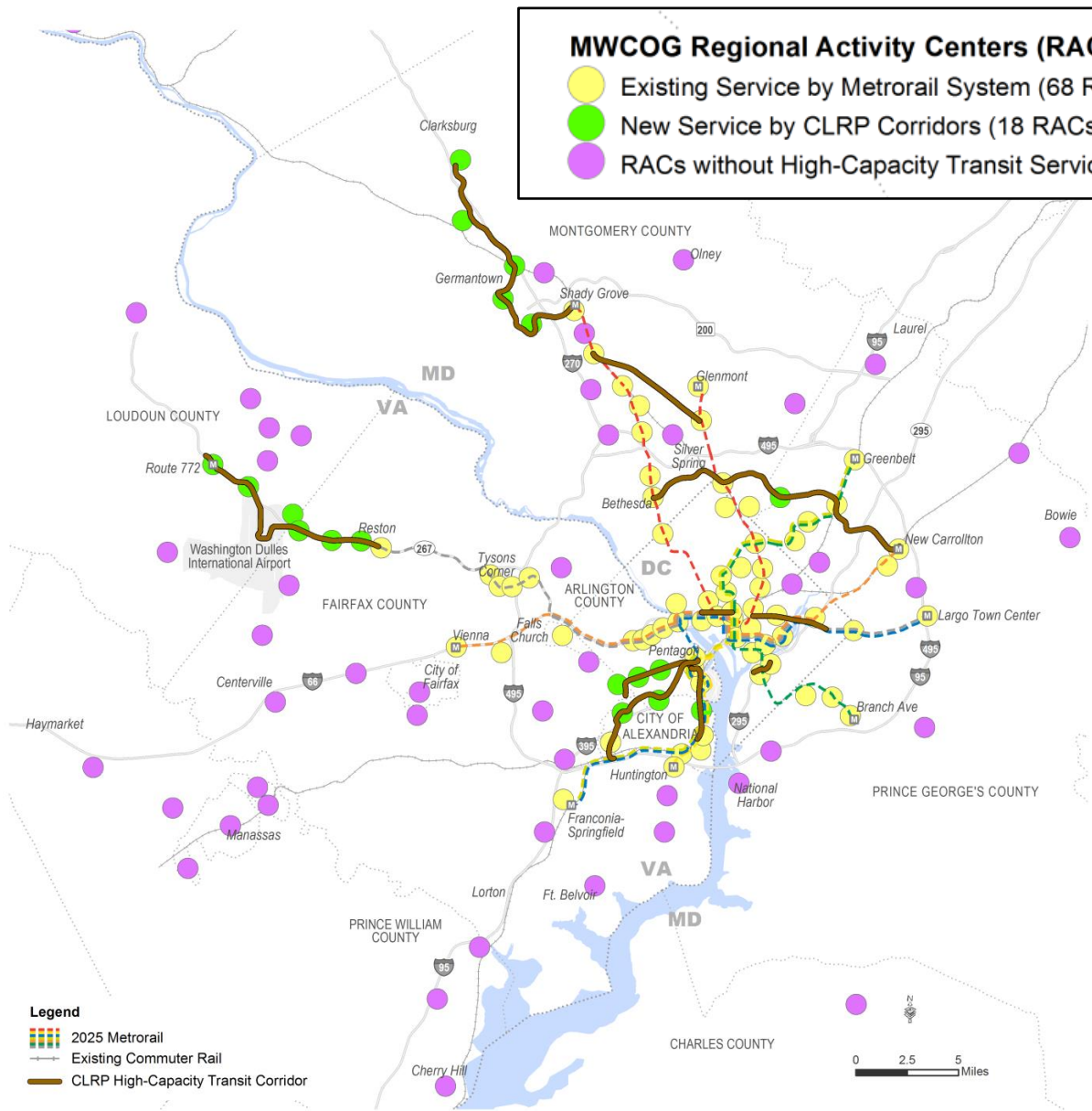


Reduce free and low-cost parking supply

What if the Region Grew Smarter, Together?

- Goal: Can we efficiently use the transit system we already have by:
 - Maintaining the region's job and population totals
 - Targeting future development forecast after 2020 to transit-served activity centers with transit capacity
 - Assuming that the transit network remains as forecast in 2040 along with full eight-car trains and improved station capacity.

Growth Potential: Activity Centers with High Capacity/Frequency Transit



MCOG Regional Activity Centers (RACs)

- Existing Service by Metrorail System (68 RACs)
- New Service by CLRP Corridors (18 RACs)
- RACs without High-Capacity Transit Service (55 RACs)

Legend

- 2025 Metrorail
- Existing Commuter Rail
- CLRP High-Capacity Transit Corridor



ConnectGreaterWashington

Place+Opportunity Place Types



Activity Center Place Types



Urban Centers

Examples:
Downtown DC,
Bethesda,
Tysons East



Dense Mixed-Use Centers

Examples:
Shirlington,
Columbia Heights,
Silver Spring



Suburban Multi-Use Centers

Examples:
City of Falls
Church,
Fairfax City,
Greenbelt Metro



Close-In & Urbanizing Centers

Examples:
Columbia Pike,
Rhode Island Avenue,
West Hyattsville
Metro



Revitalizing Urban Centers

Examples:
Prince George's Plaza,
Landmark/Van Dorn,
Minnesota Avenue

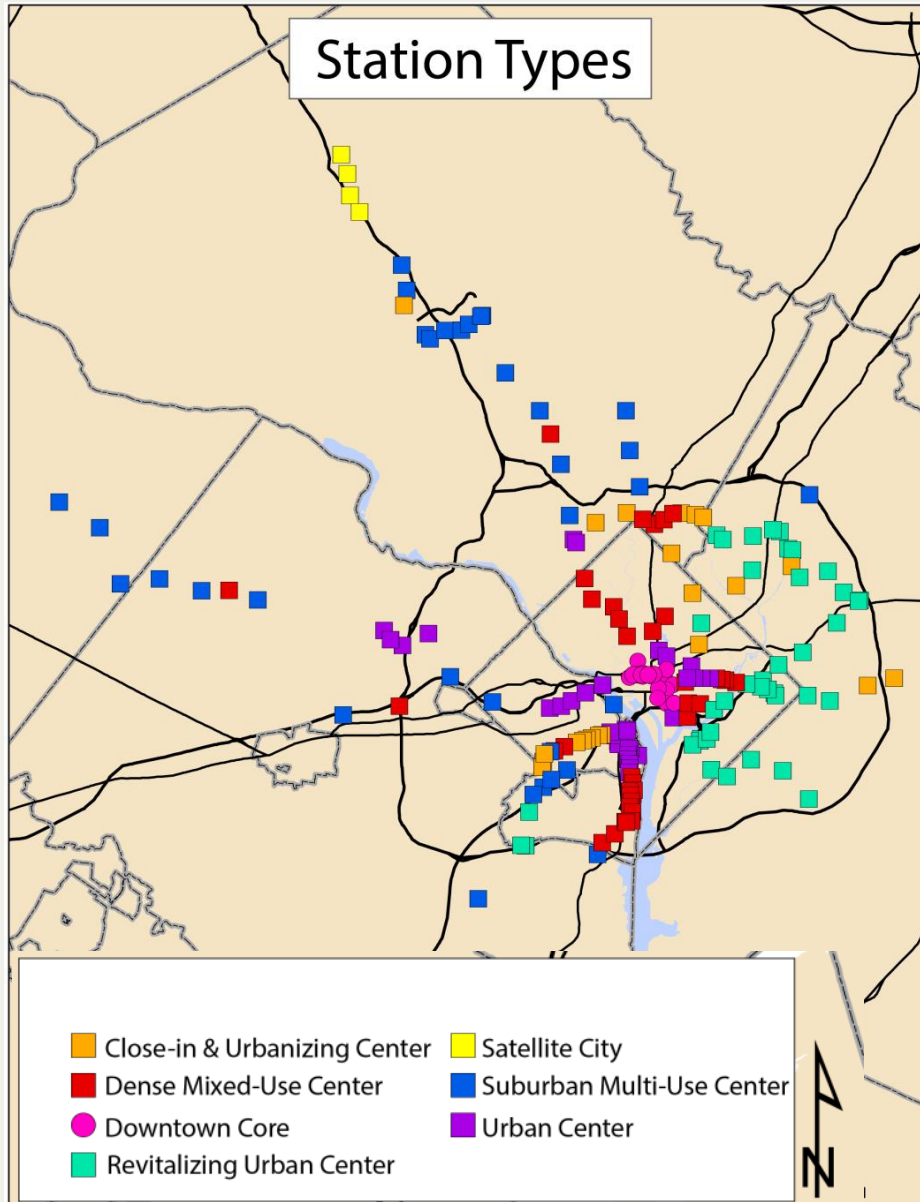


Satellite Cities

Examples:
Downtown Frederick,
City of Manassas,
Bowie Town Center

One Size Definitely Does Not Fit All

Station Types



Station Place Type	Representative Station	Population + Employment Density (per square mile)
Suburban Multi-Use Center	Huntington	18,600
Revitalizing Urban Center	H St/42 nd St	23,000
Satellite City	Cloverleaf	23,700
Close-in & Urbanizing Center	Takoma	25,000
Dense Mixed-Use Center	White Flint	73,600
Urban Center	Bethesda	133,100
Downtown Core	K St/22 nd St	224,000

Scenarios: Using the System We Built More Efficiently

Status Quo
2040 Baseline

A Prime: Smart
Growth Policies

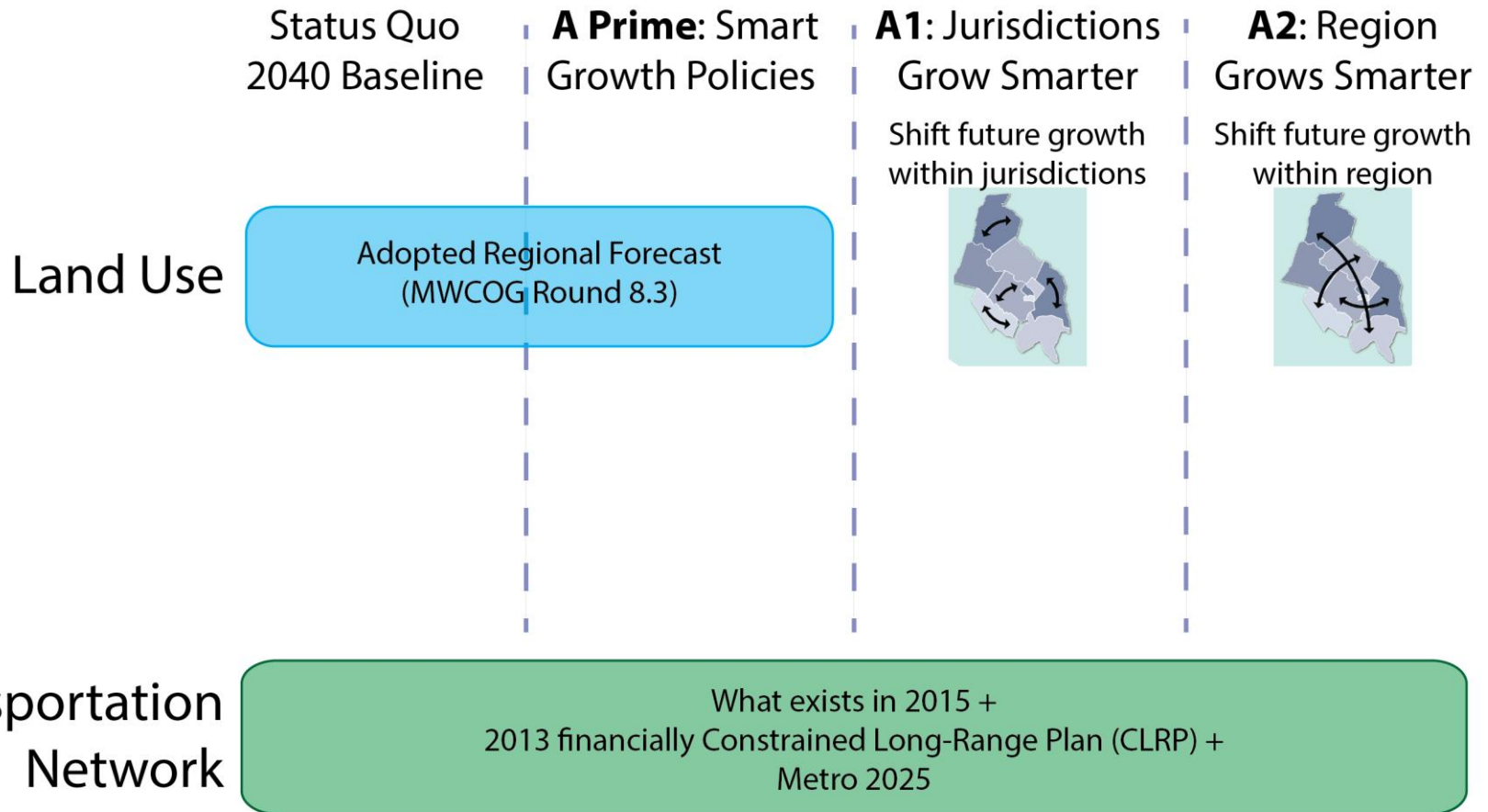
A1: Jurisdictions
Grow Smarter

A2: Region
Grows Smarter

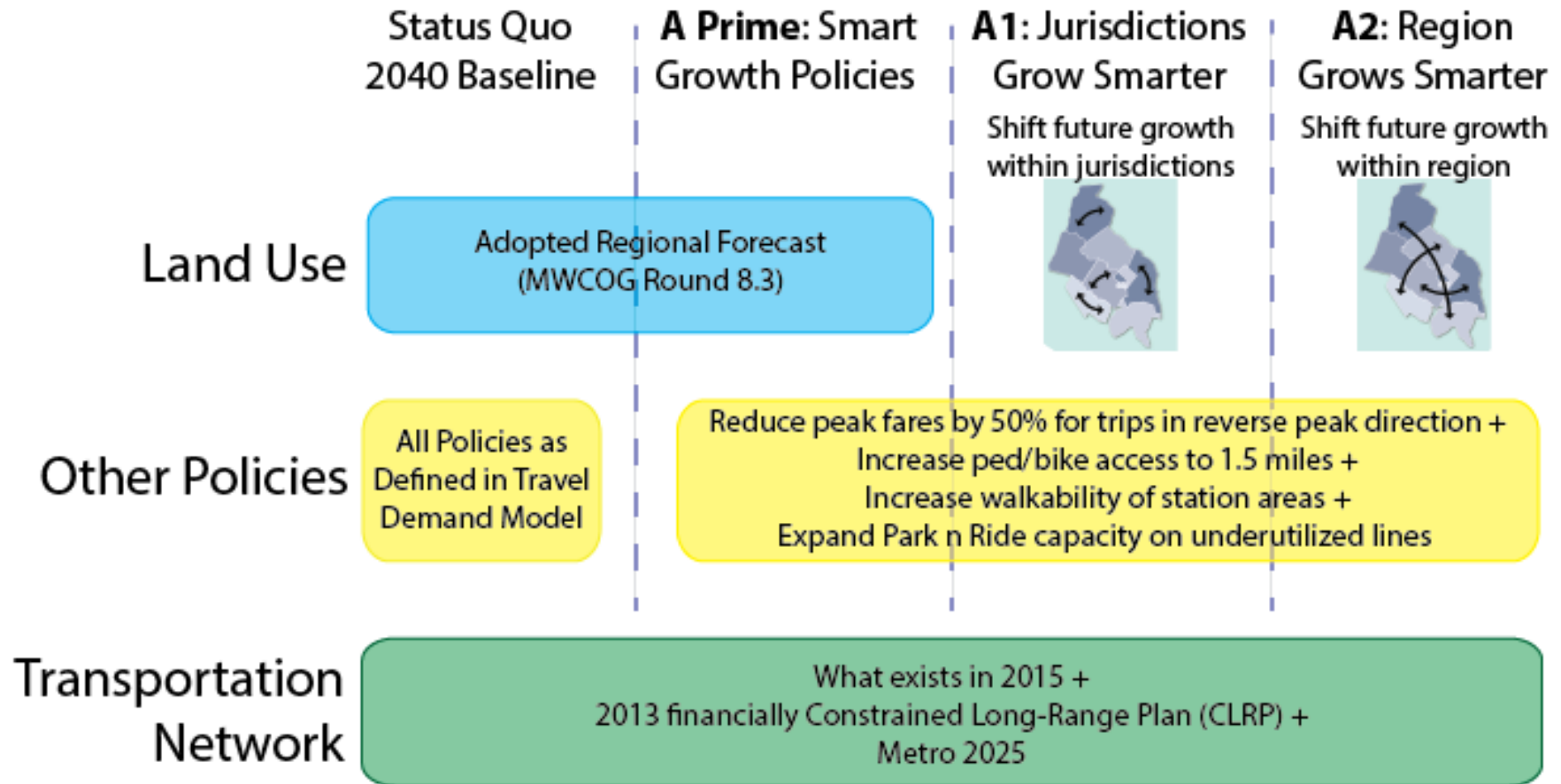
Transportation
Network

What exists in 2015 +
2013 financially Constrained Long-Range Plan (CLRP) +
Metro 2025

Scenarios: Using the System We Built More Efficiently

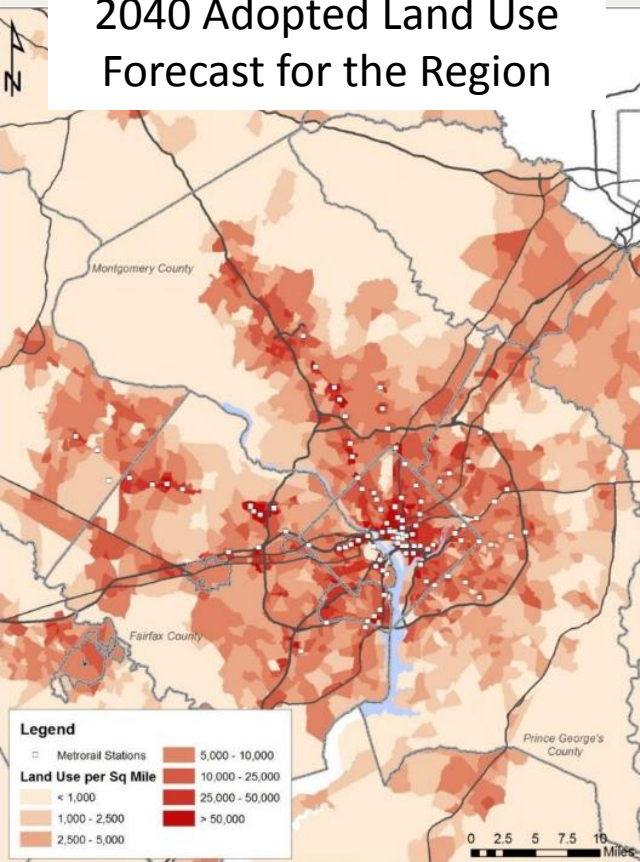


Scenarios: Using the System We Built More Efficiently

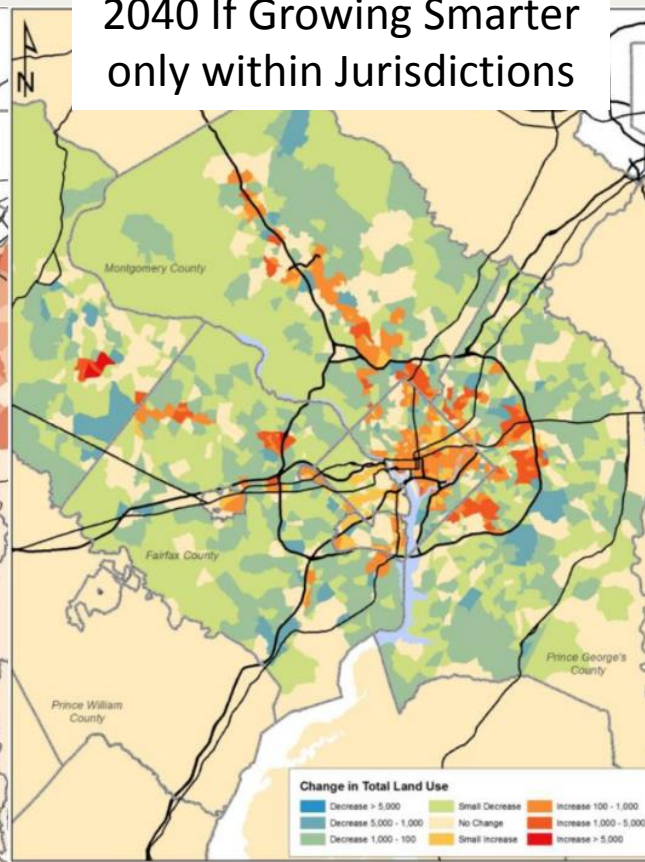


Efficient Transit: Growing Smarter as a Jurisdiction or as a Region

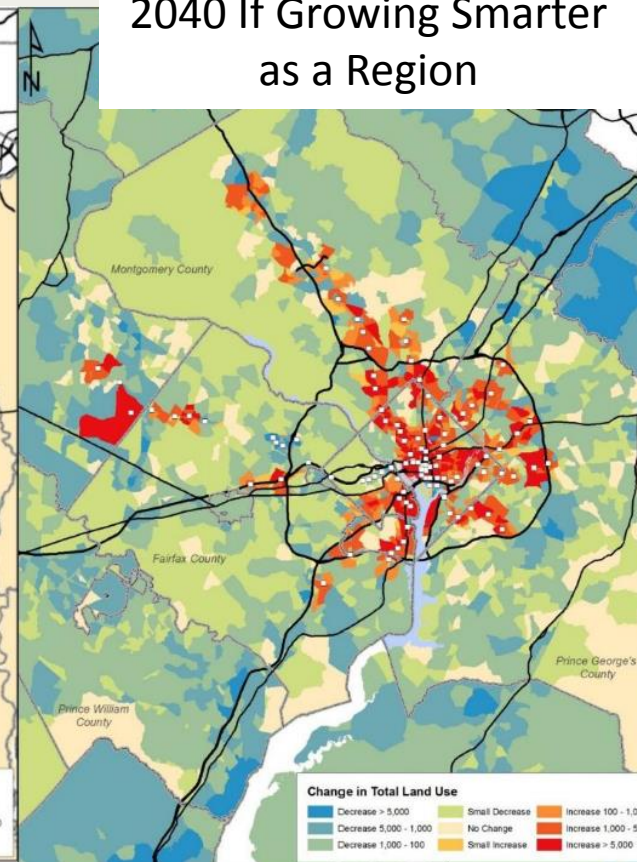
2040 Adopted Land Use Forecast for the Region



2040 If Growing Smarter only within Jurisdictions

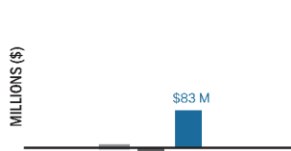


2040 If Growing Smarter as a Region

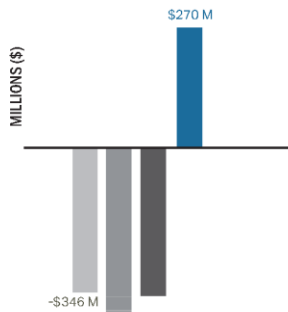


Benefits of Working as a Region

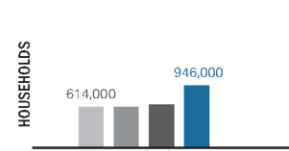
\$83 M increase in PROPERTY TAX REVENUES REGION-WIDE



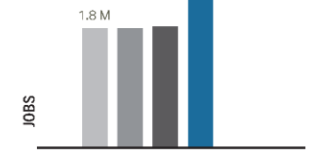
\$270 M OPERATING SURPLUS



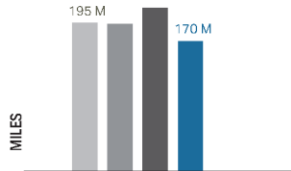
54% more HOUSEHOLDS ACCESSIBLE TO TRANSIT



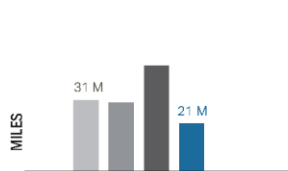
39% more JOBS ACCESSIBLE BY TRANSIT



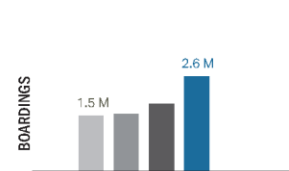
12% reduction of VEHICLE MILES TRAVELED



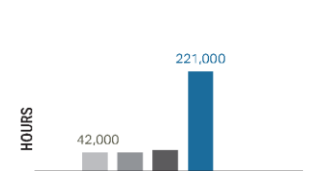
32% reduction of CONGESTED AUTO TRAVEL



73% more METRORAIL BOARDINGS



426% increase in CROWDED HOURS ON METRORAIL



AT A GLANCE: THE CONNECTGREATERWASHINGTON MODEL SCENARIOS

LAND USE STATUS QUO

- Maintain regional growth*

* "Regional growth" is defined as the cooperative land use forecast (Draft Round 8.3) as proposed and adopted by the region.

LAND USE STATUS QUO + NEW TRANSIT POLICIES

- Maintain regional growth
- Transit-supportive refinements**

**Transit-supportive refinements include: discounted reverse-peak direction and uncongested peak direction trips, increased bike and walk accessibility, expanded parking on underutilized lines, and parking costs that reflect market pricing.

GROW SMARTER WITHIN JURISDICTIONS + NEW TRANSIT POLICIES

- Maintain regional growth
- Transit-supportive refinements
- Guide future population and job growth into activity centers with high-quality transit

GROW SMARTER AS A REGION + NEW TRANSIT POLICIES

- Maintain regional growth
- Transit-supportive refinements
- Guide future growth into activity centers with high-quality transit
- Guide future growth across jurisdictional boundaries

A Path to Prosperity, As a Region



Transit that can start to pay for itself through greater ridership and increasing farebox revenue.



More balanced demand across the Metrorail system, indicating a much more efficient use of our investments



More jobs within 45 minute commute of more households, increasing accessibility across the region.



Lower vehicle miles traveled and doubling transit mode share, resulting in lower greenhouse gas emissions and less time stuck in traffic.



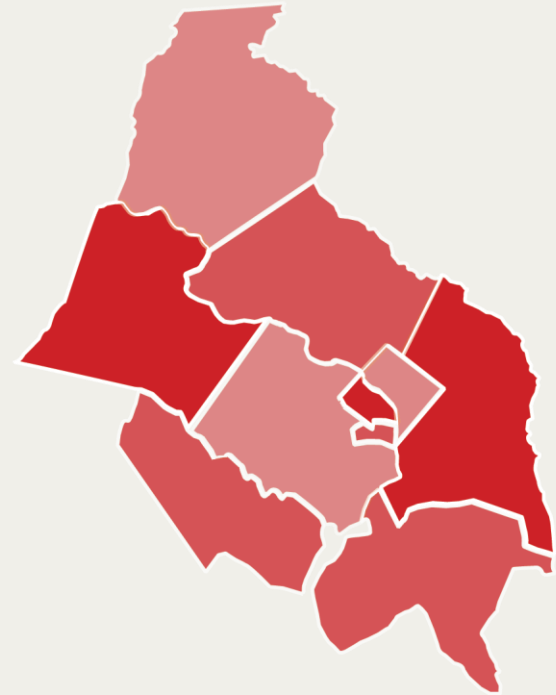
More reverse commuting, enabling Metro to sell the same seat twice and increase revenues without increasing operating costs



More crowding on trains and buses, requiring capacity expansion, especially in the region's core. Yet, the increased ridership and revenues could potentially provide enough funds to support system expansion.

Moving Forward, As a Region

- Incorporate scenario planning into the cooperative forecast process to address regional goals/needs
- Develop a long-range transportation plan that addresses regional needs
- Develop and commit to a regional growth framework
- Improve our ground game to help decision makers connect development decisions to annual transportation costs



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