

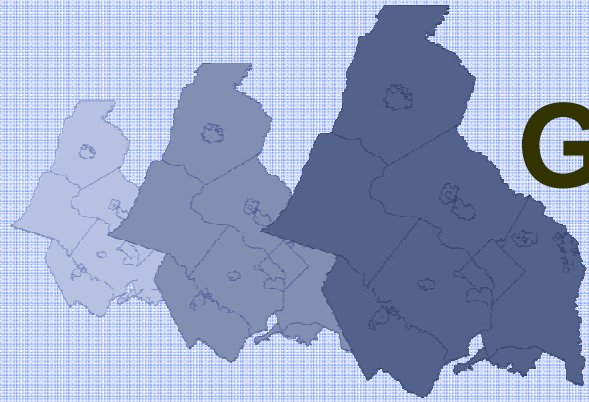


**TPB SCENARIO STUDY**  
**Development of “CLRP**  
**Aspirations”:**  
**Transportation Component**

**Michael Eichler**  
**Department of Transportation Planning**

**Presentation to the TPB Scenario Study Task**  
**Force**

**June 18, 2008**



# Goals of Transportation Component

**Primary Goal:** Support land use shifts through a variety of transportation options, including new transit and pricing.

## Complement Land Use

- Develop a transportation scenario that complements the land use shifts proposed, emphasizing activity centers



## Explore Options

- Include heavy rail, light rail, transit-ways, bus-ways and variably priced highway lanes



## Evaluate Pricing

- Evaluate the possibility of using variably priced lanes to provide funding and “dedicated” right-of-way for high-quality bus transit routes

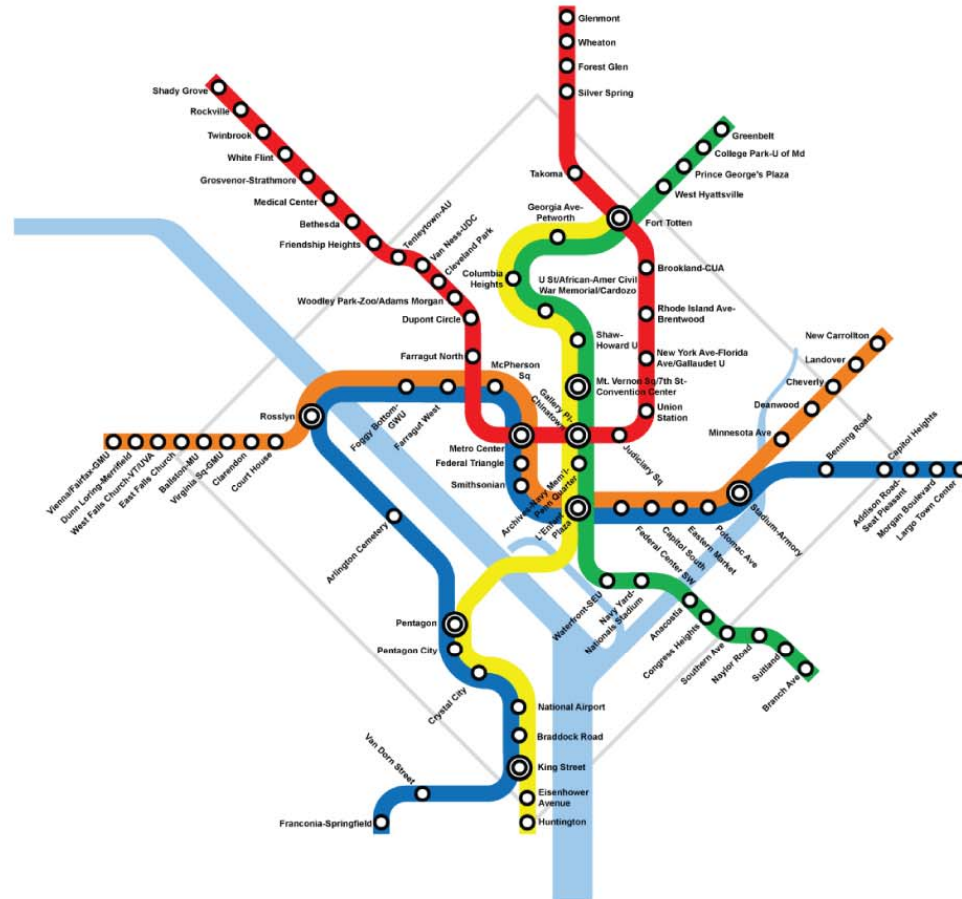


# Transportation Options

**Process:** The following slides illustrate the construction of the menu of transit and pricing options under consideration for the CLRP Aspirations Scenario

- 1: Illustrate interaction between existing Metrorail and Regional Activity Centers
- 2: Map transit plans and prospects
  - CLRP and RMAS projects
  - Projects from other local or regional plans
- 3: Overlay the studied network of variably priced lanes (VPLs)
- 4: Evaluate rationale for including bus transit on the VPL network
- 5: Suggest potential bus stations at activity centers, existing park-and-ride lots and Metrorail stations

# Existing Metrorail Service



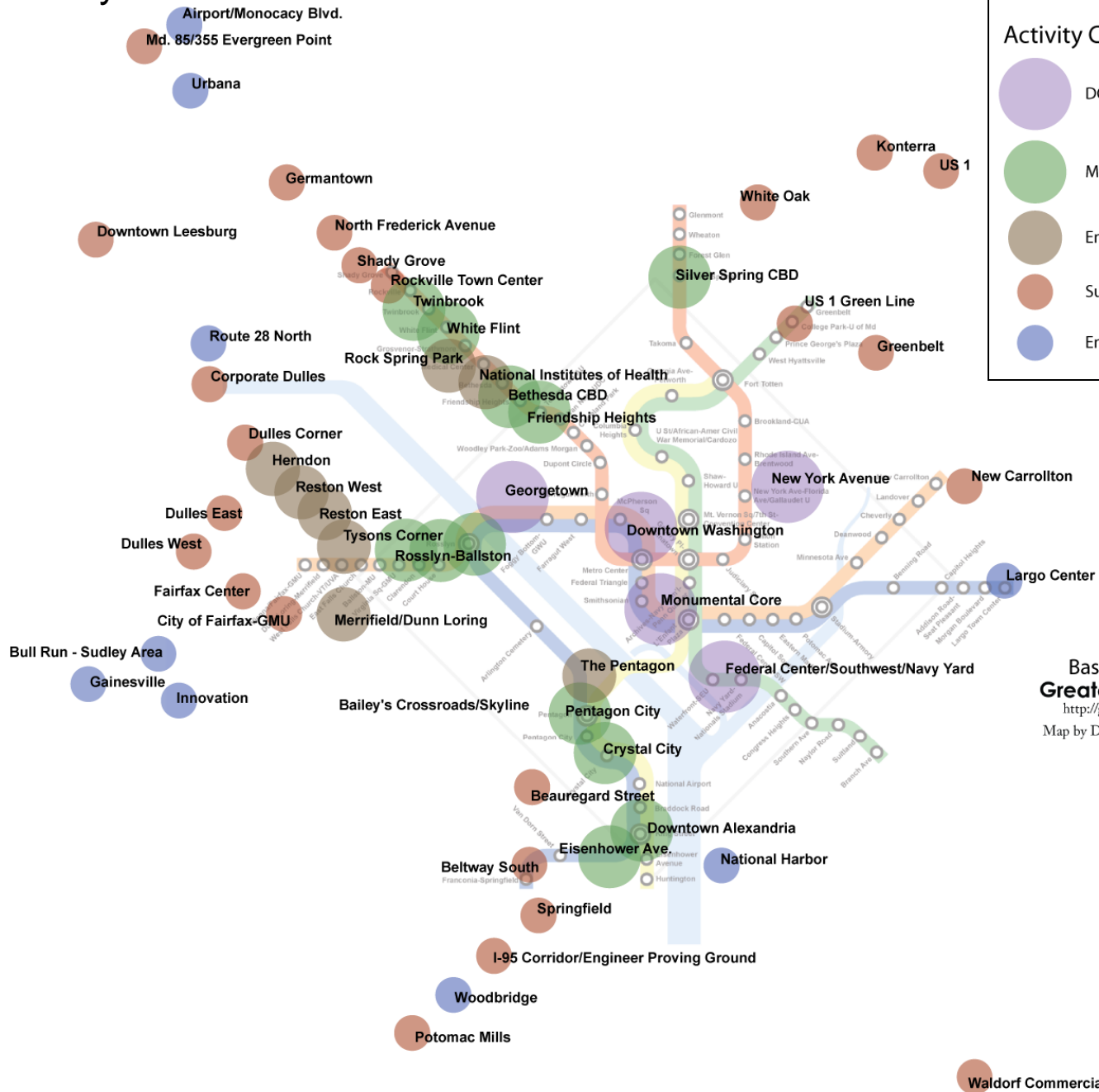
Base map courtesy of  
**Greater Greater Washington**  
<http://greatergreaterwashington.org/>  
Map by David Alpert • [alpert@ggwash.org](mailto:alpert@ggwash.org)

# Regional Activity Centers

Many activity centers are not served by the Metrorail system

**Activity Center Categories**

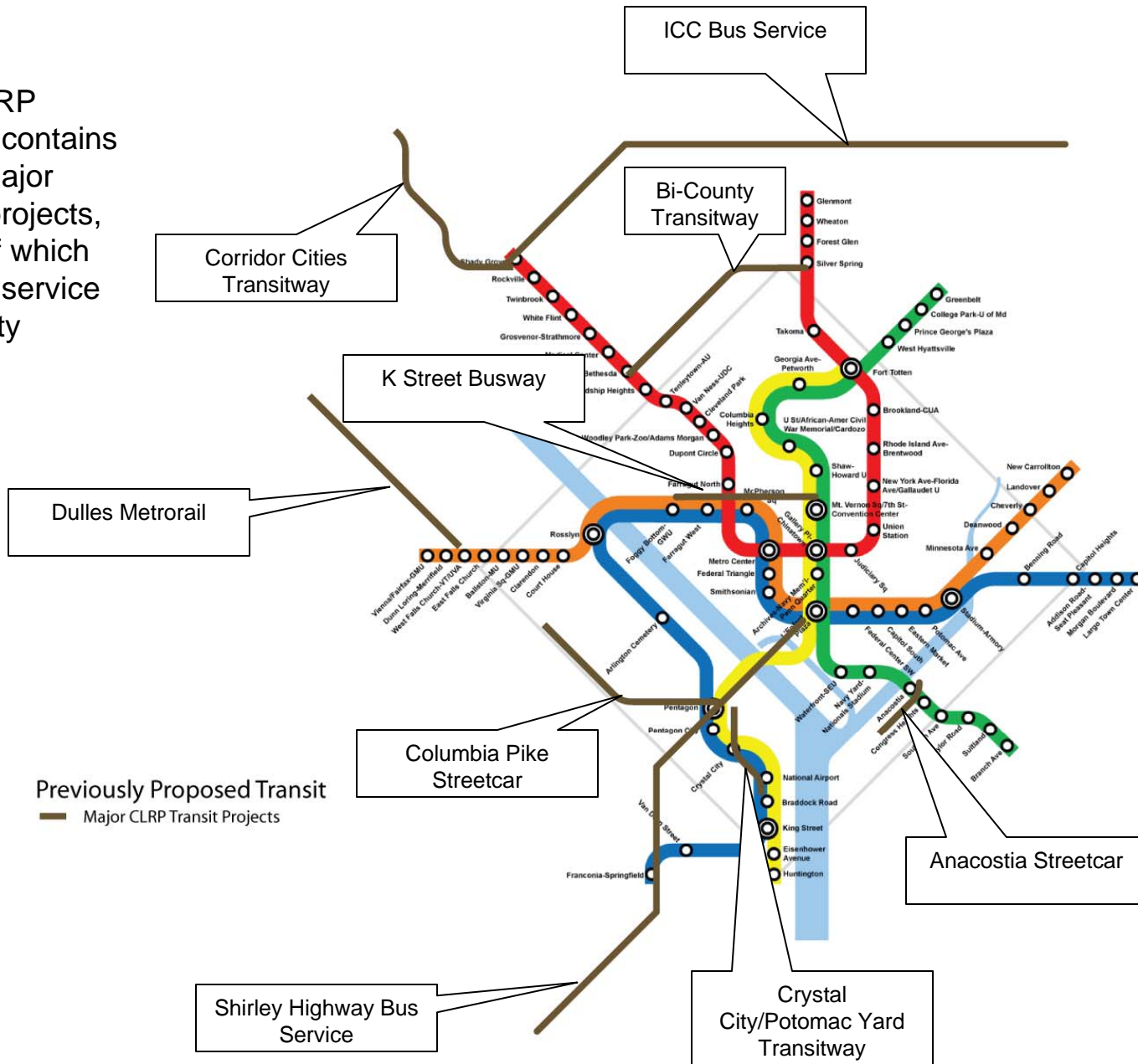
- DC Core
- Mixed Use Centers
- Employment Centers
- Suburban Employment Centers
- Emerging Employment Centers



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# CLRP Major Transit Projects

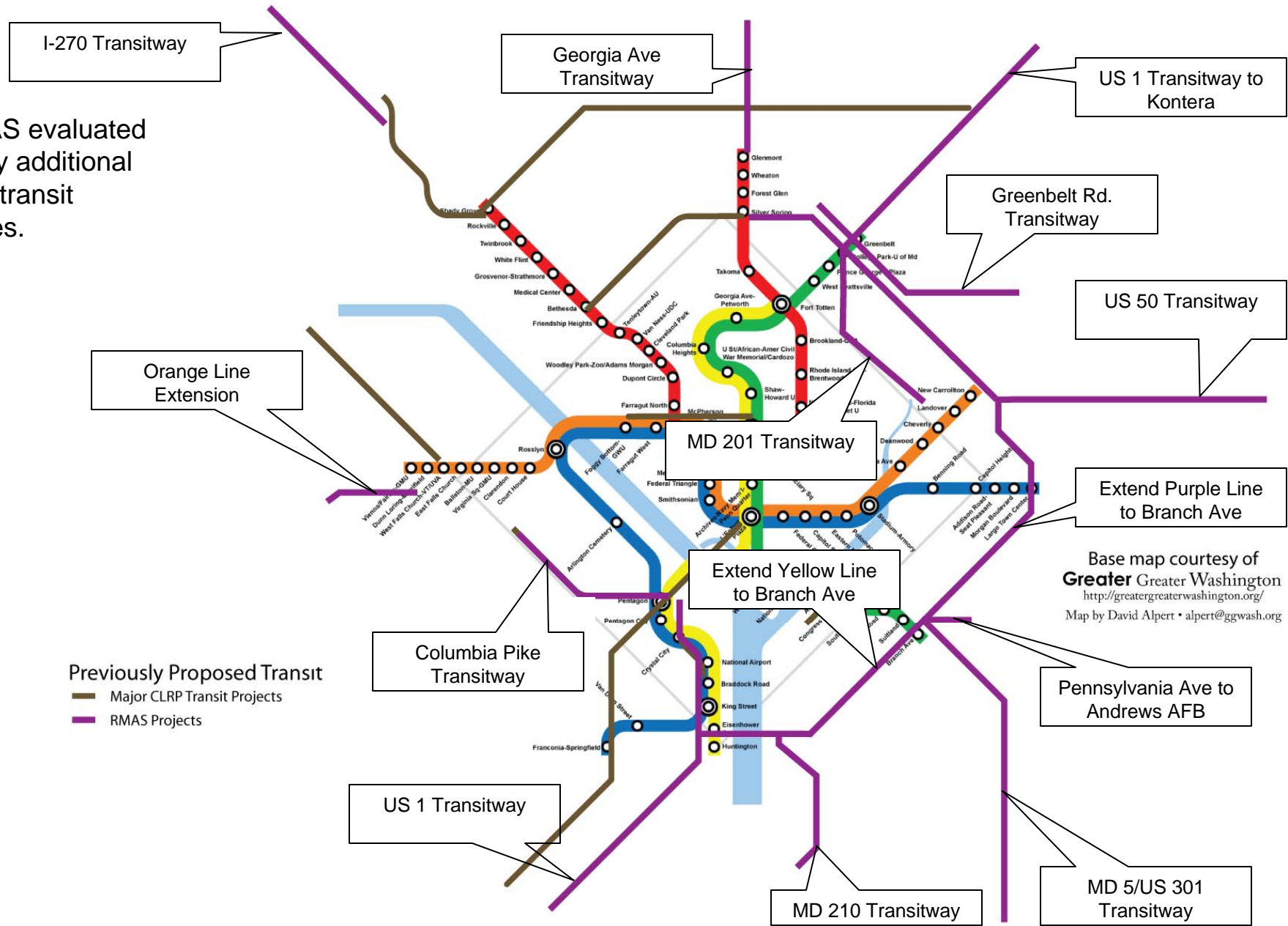
The CLRP already contains many major transit projects, many of which provide service to activity centers.



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# RMAS Transit Projects

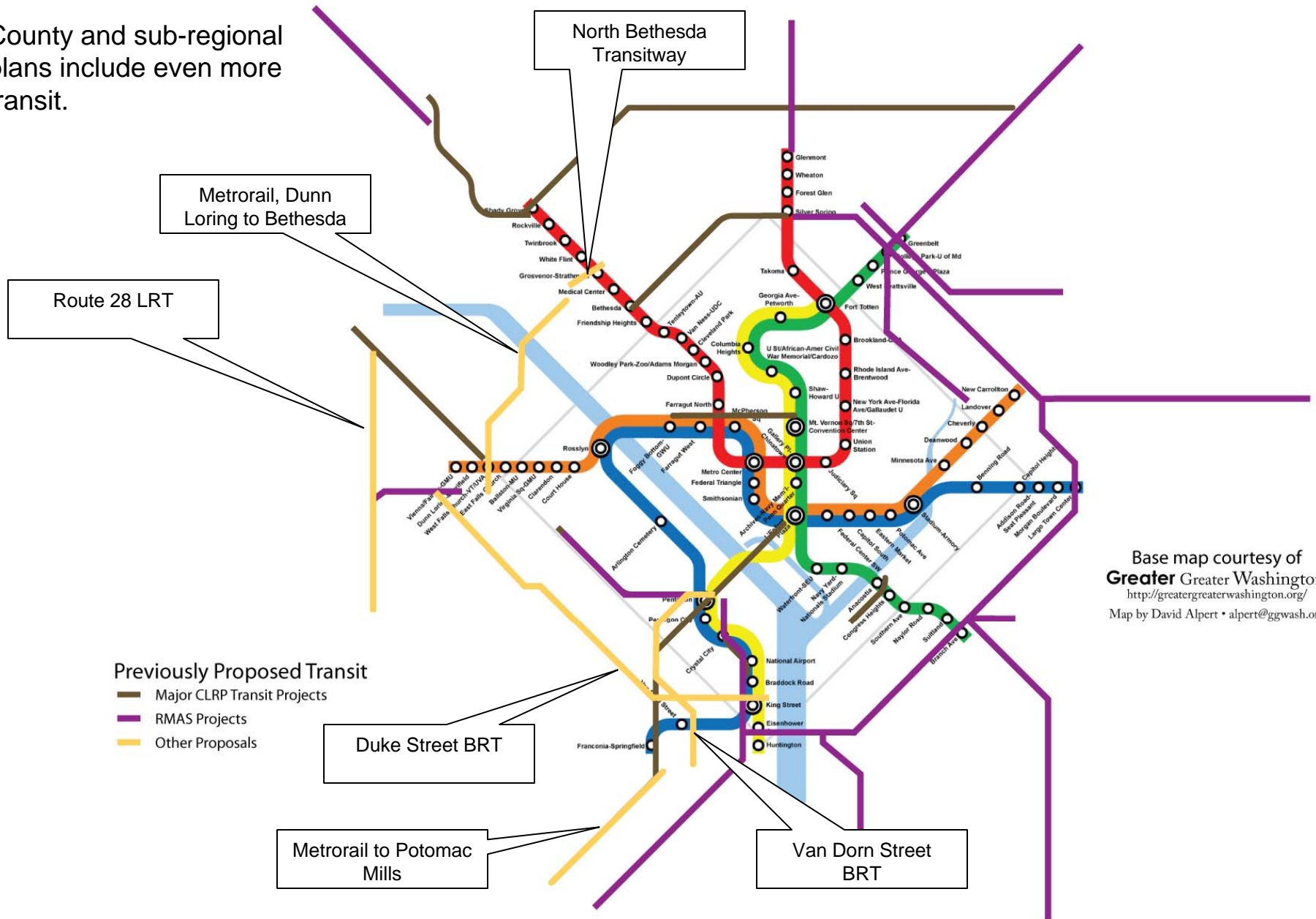
RMAS evaluated many additional new transit routes.



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# Other studied major transit projects

County and sub-regional plans include even more transit.



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# DC rail projects: WMATA and DCAA

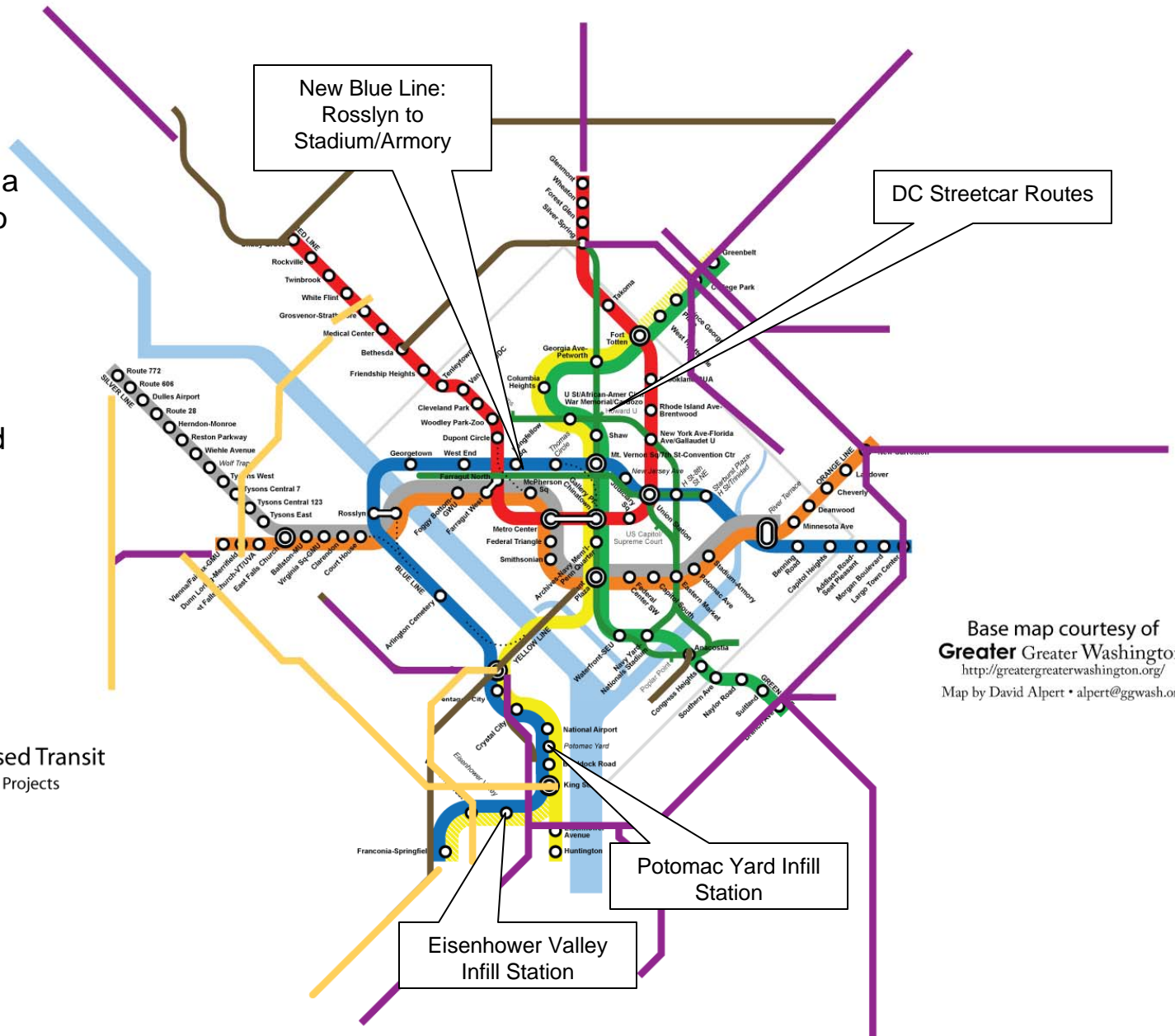
WMATA core capacity studies state need for a new river crossing from a new Rosslyn station into Georgetown, where a new Blue line would run along M St.

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

Two infill stations are being considered in Alexandria

### Previously Proposed Transit

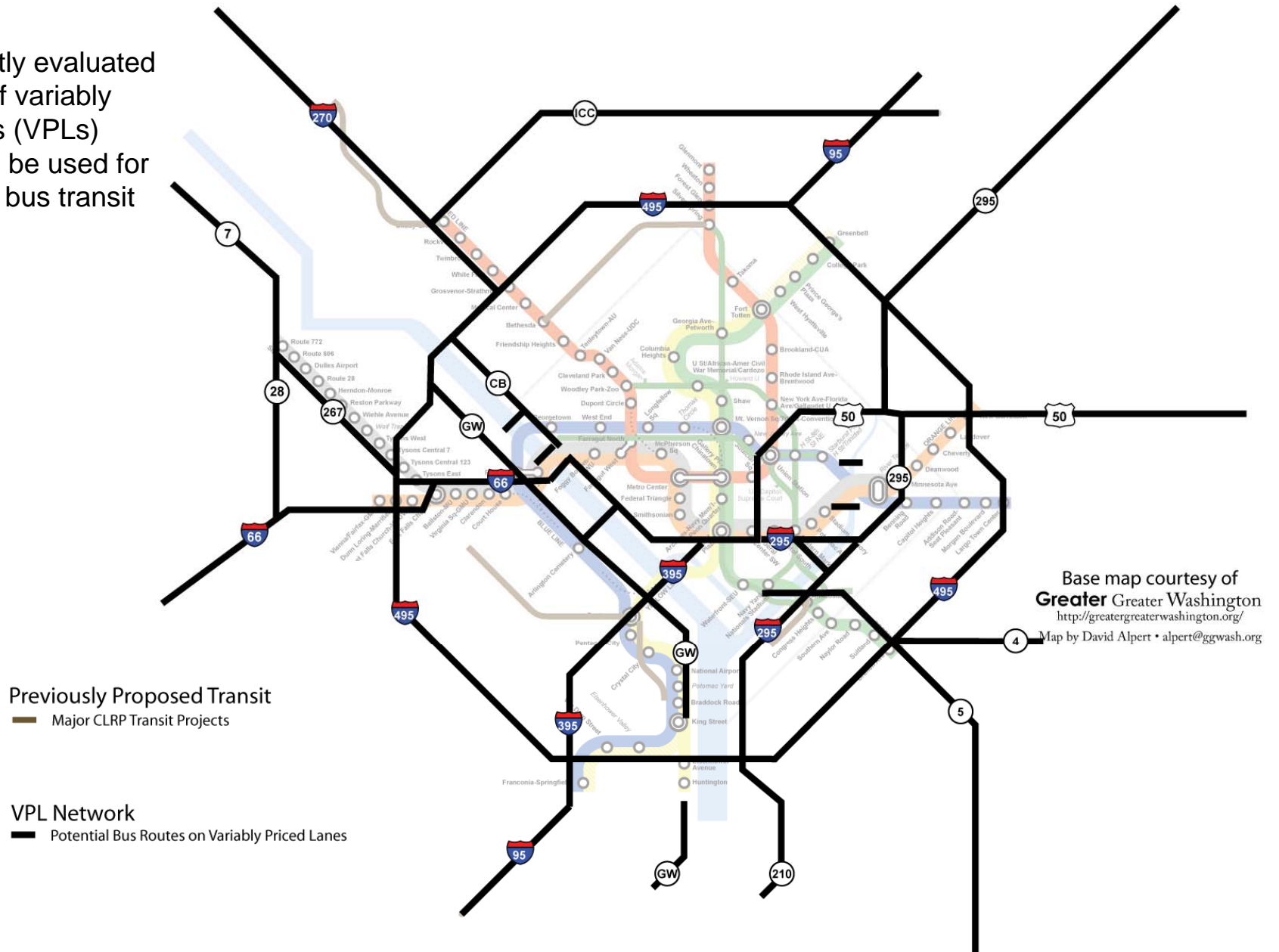
- Major CLRP Transit Projects
- RMAS Projects
- Other Proposals



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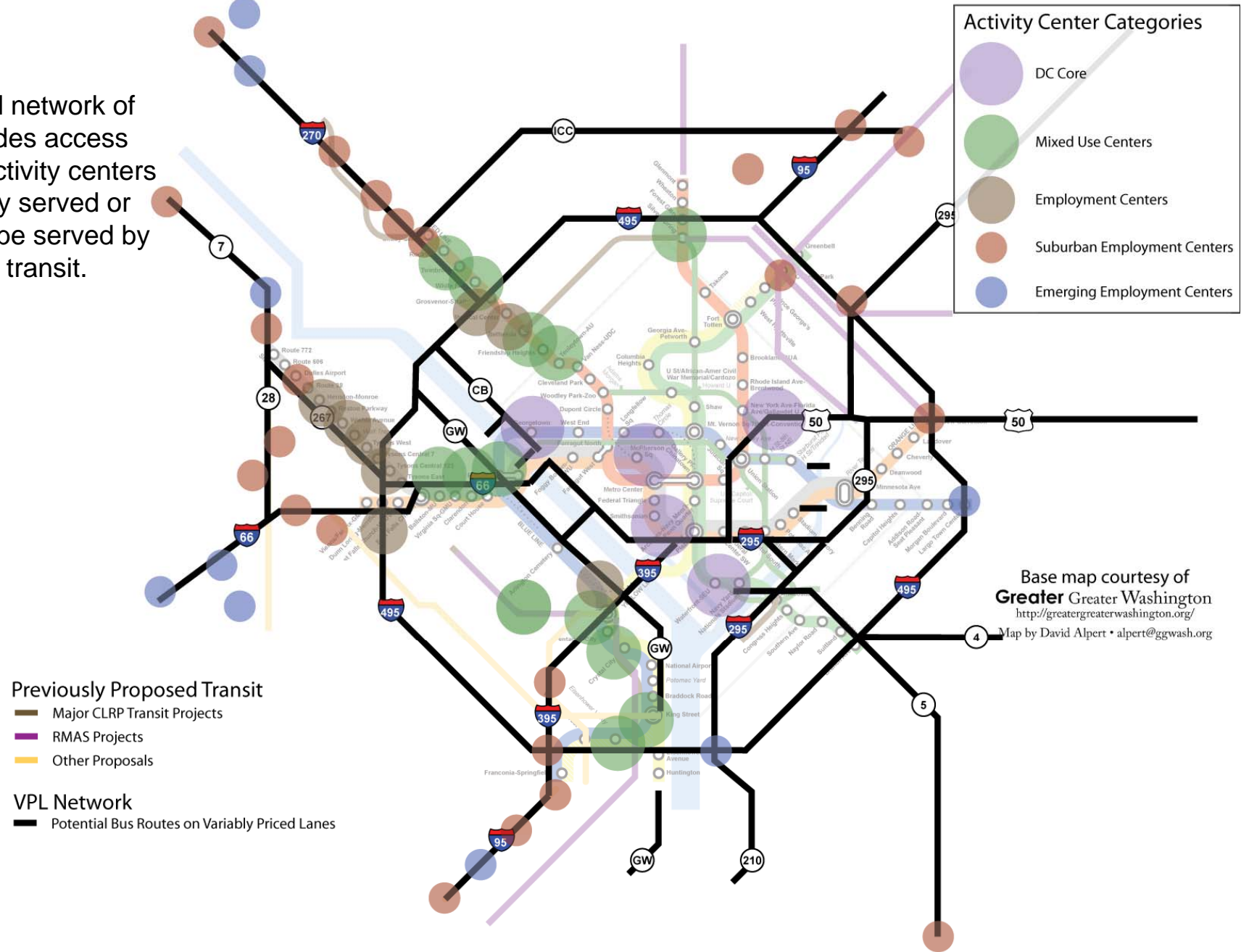
# Studied Network of Variably Priced Lanes (VPLs)

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



# Studied Network of Variably Priced Lanes with Activity Centers

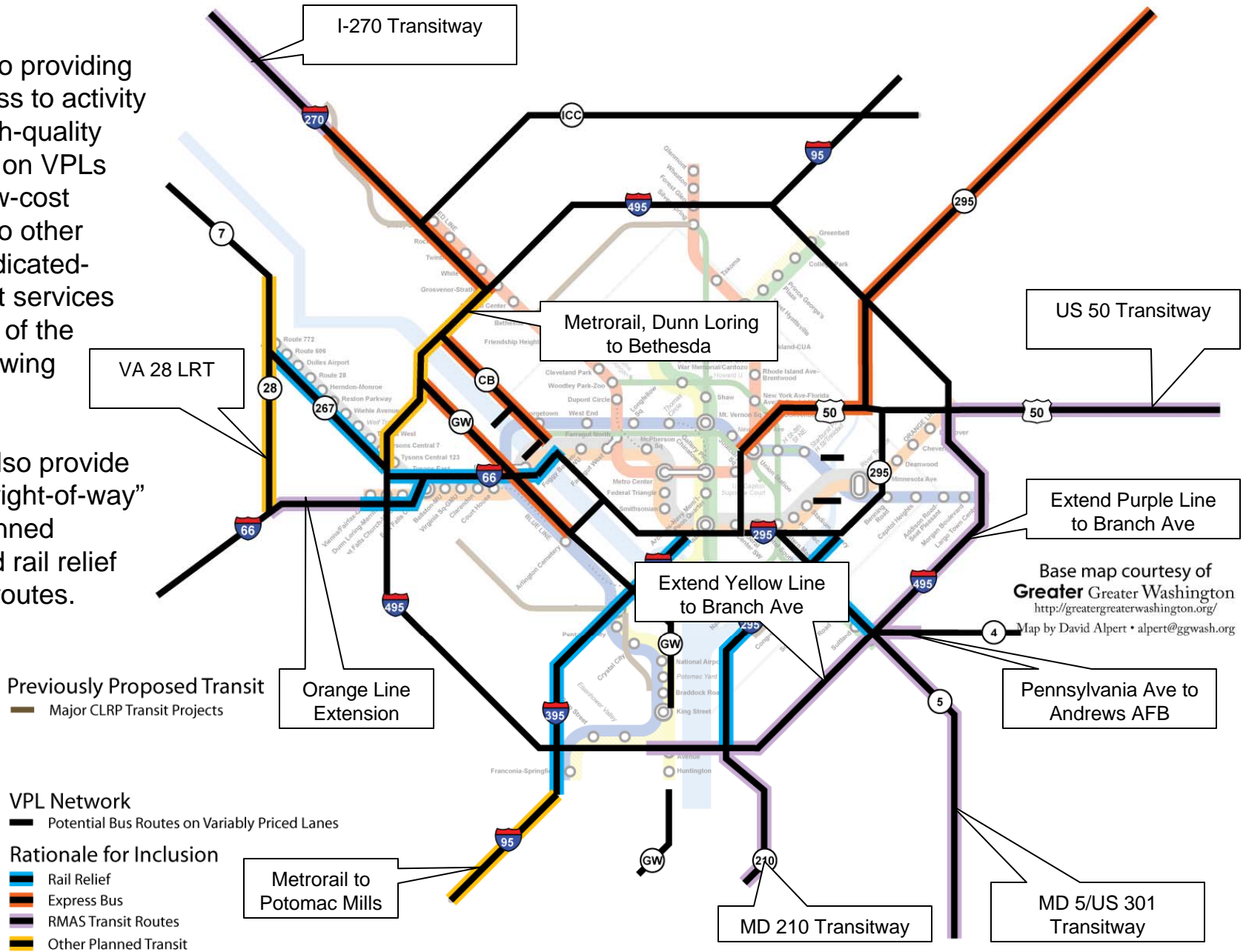
The studied network of VPLs provides access nearly all activity centers not currently served or planned to be served by high quality transit.



# Additional Rationale for Bus Service 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.

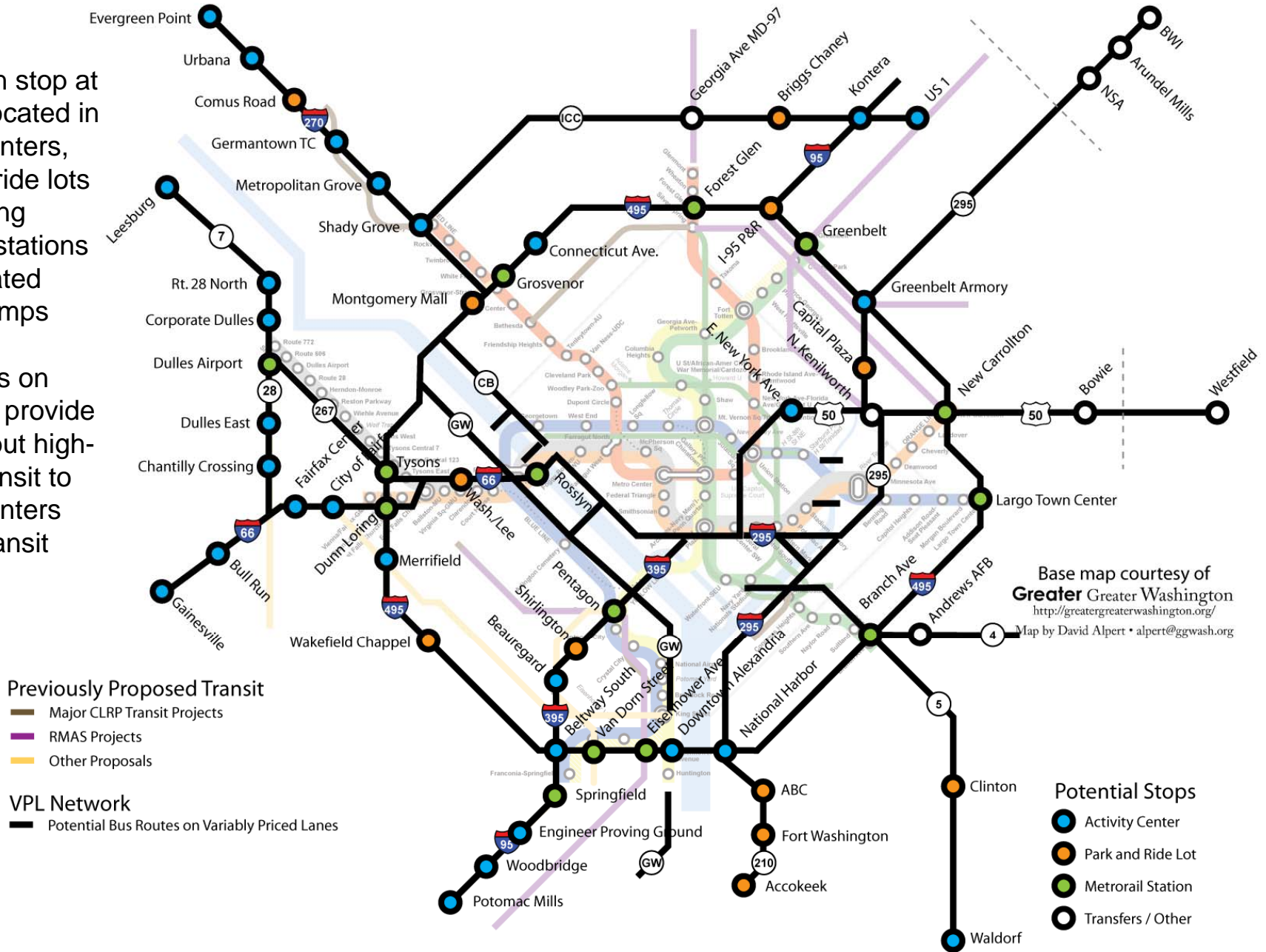
VPLs can also provide "dedicated right-of-way" to other planned express and rail relief routes bus routes.



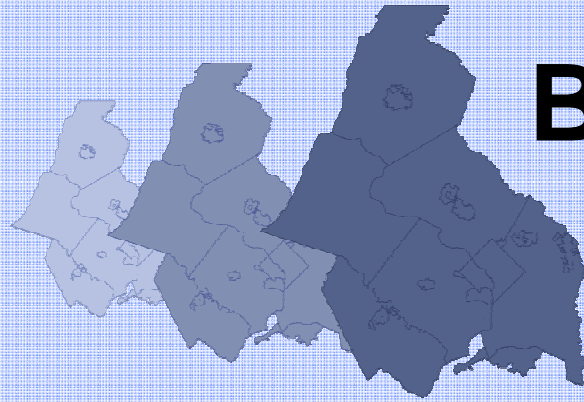
# Potential Bus Station Locations

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.



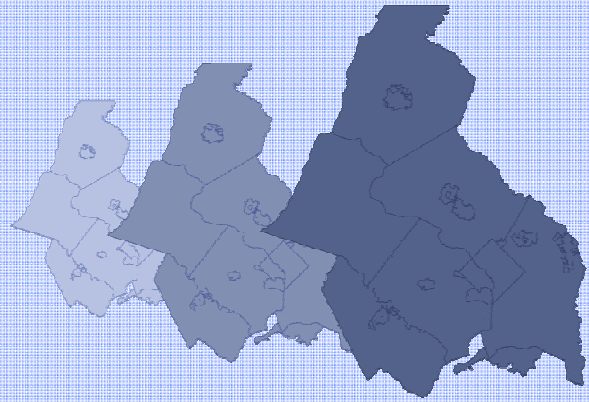
# Bus Services on Variably Priced Lanes



- 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, currently under construction in Arlington, VA.*



# Next Steps

- Review and refine this initial transportation scenario based on feedback from the Regional Bus Subcommittee and the TPB Technical Committee
  - Does the scenario represent what is “within reach” or should it be more or less aggressive?
- Present scenarios for detailed review by TPB Scenario Study Task Force at July 16 meeting