

TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

A Review of Implementation Progress from a Sample Group of Past TLC Recipients (FY16-FY18)

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Background on TLC

- Began in 2007 – 130 projects to date
- Allocates funding for consultant-provided technical assistance serving TPB member jurisdictions
- Between \$30,000 to \$60,000 for planning projects, up to \$80,000 for design or preliminary engineering projects



Purpose for Program Review

- Identify success stories to share on regional level
- Provide models for future applicants
- Capture suggestions on how to enhance/modify the program



Methodology

- Reached out to past TLC program recipients from FY 2016, FY 2017, and FY 2018 via email
- Requested a 15-20 minute phone interview to capture feedback
- Out of 25 total projects, responses received from 21 (seven from FY 2016, seven from FY 2017, and seven from FY 2018)



Questions for Past TLC Participants

- Progress on capital improvements (more planning, design/ engineering, construction), new or refined tools for planning (e.g., travel monitoring), policy changes (e.g., zoning ordinance)
- Space for other direct and indirect impacts
- Reasons for unsuccessful implementation and additional support that COG could provide
- Gauged interest in participation of TLC Peer-Exchange Event
- Informed participants of TA-Set Aside Funding



Summary of Evaluation

- Of the 21 TLC projects considered in this review, 17 were considered successful in advancing implementation
- Unsuccessful Implementation
 - recommendations contingent on additional development (2)
 - delays as a result of bureaucratic processes (1)
 - unable to include recommendations in capital improvement plans (1)
- 14 projects recommended capital improvements - 10 pursued further design/engineering work, and 4 of those resulted in changes to the built environment



Range of TLC Project Impacts

- Six categories of implementation, including:
 - Capital Improvements
 - Informed Small Area Plans (SAPs)
 - New Planning Tools
 - Contributions to Policy Change
 - New Employees and Committees
 - Ongoing Conversations and Summits



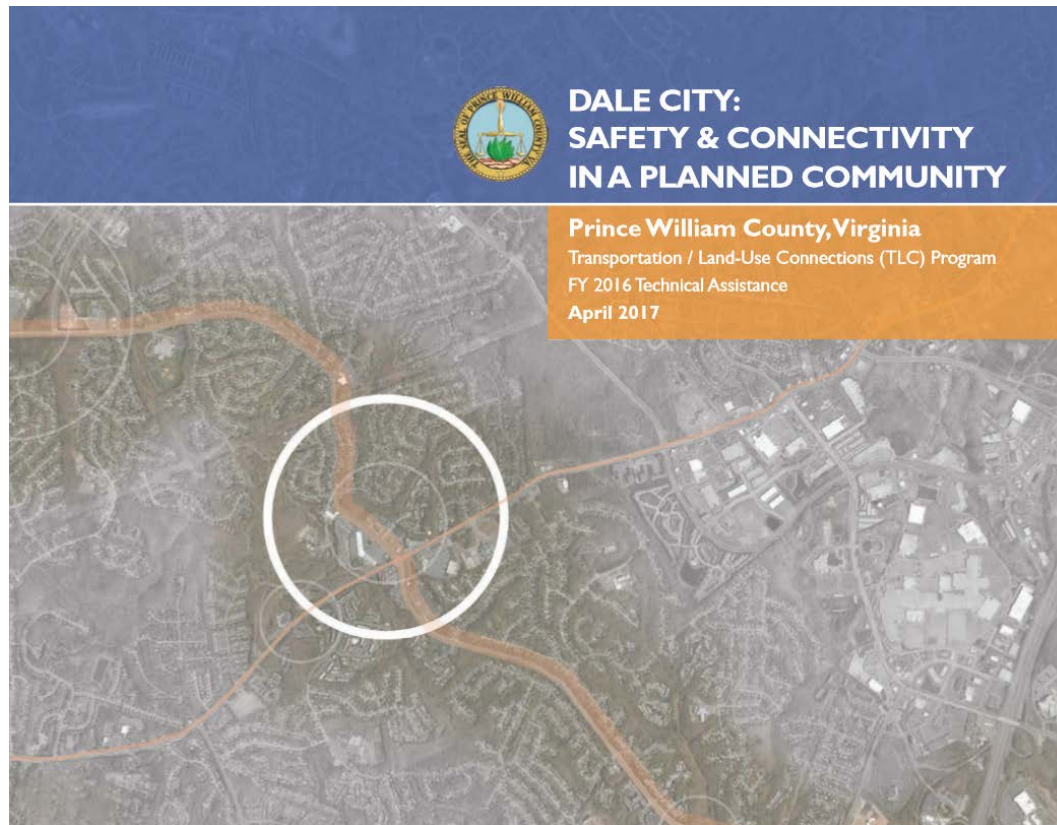
Capital Improvements

- Recommendations for changes to built environment
- Design: Central Avenue Connector, New Ave Bikeway, WB&A Trail Expansion
- In Construction: BRT Station Design, West Falls Church
- Completed: K Street–Water Street Enhancements, ADA Improvements in Greenbelt

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Informed Small Area Plans (SAPs)



Source: COG

- Findings from TLC project are incorporated into a single vision and implementation plan for a specific area
- Two Prince William County Projects

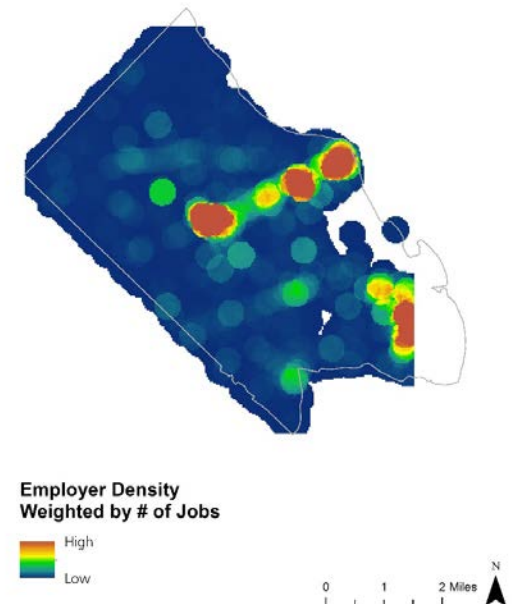


New Planning Tools

- Developed a new method for jurisdiction to visualize, collect, or evaluate data
- Arlington County Bicycle Mapping, Fairfax County Travel Monitoring



Employer Job Denisty



Source: Low Stress Bicycle Network Mapping (Arlington County)



Contribution to Policy Change



Parking and Trip Generation in Multifamily Residential Developments in Fairfax County, VA

September 2016



FAIRFAX COUNTY ZONING ORDINANCE

11-107 Minimum Required Spaces for Transit Station Areas

For any development within an area designated in the adopted comprehensive plan as a Transit Station Area, minimum off-street parking spaces accessory to the uses hereinafter designated will be provided as follows:

1. Dwelling, Multiple Family:

- A. 0 or 1 bedroom: One and three-tenths (1.3) spaces per unit
- B. 2 bedrooms: One and five-tenths (1.5) spaces per unit
- C. 3 or more bedrooms: One and six-tenths (1.6) spaces per unit

2. Office:

- A. Two (2.0) spaces per 1,000 square feet of gross floor area for a building located a distance of 0-1/4 mile from a metro station entrance along an accessible route
- B. Two and three-tenths (2.3) spaces per 1000 square feet of gross floor area for a building located a distance of greater than 1/4 mile from a metro station entrance along an accessible route

3. Restaurant: Parking rates set forth in Sect. 11-104.

4. Commercial and Related Uses:

All commercial and related uses set forth in Sect. 11-104 and not contained in this section: Eighty (80) percent of the parking rate set forth in Sect. 11-104

All other uses located in a designated Transit Station Area that do not have a parking rate set forth in this section will be subject to the parking rates set forth in Sections 11-103, 11-105 and 11-106.

11-22

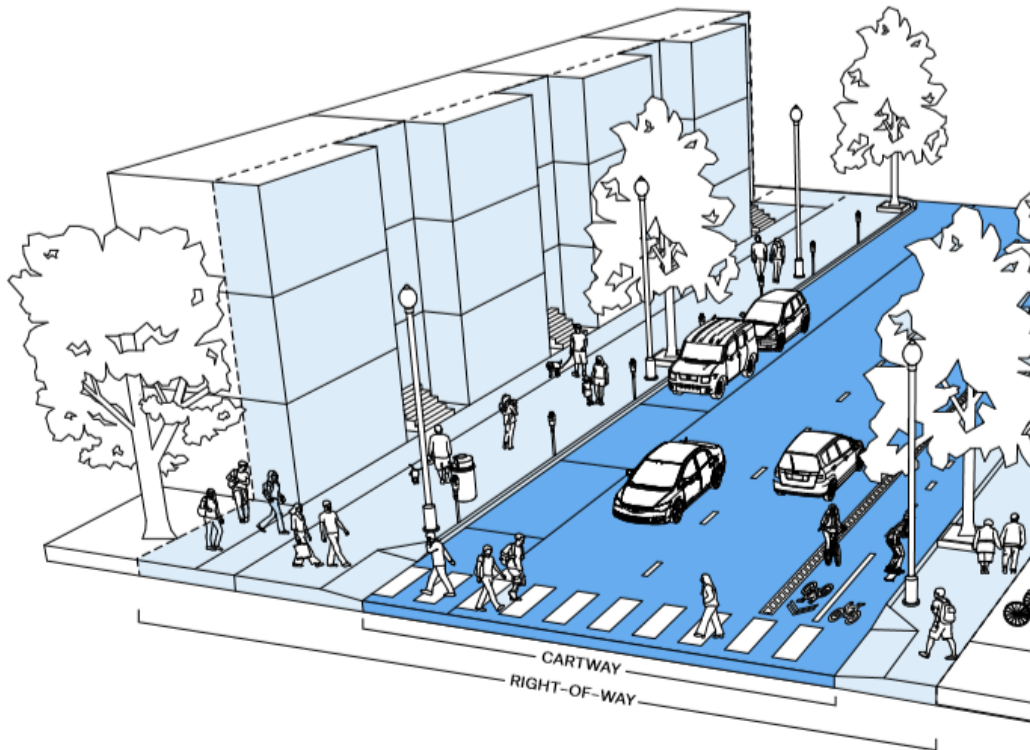


New Employees and Committees

- TLC projects contributed to larger jurisdiction efforts to formalize specific focus areas and projects
 - **Greenbelt Senior Mobility and Accessibility Study** highlighted the need for a Part-Time Mobility Manager
 - **Takoma Park: Smart Solutions for Growing Activity Center** will be considered by City's new *Parking Management Task Force*
 - **Prince George's County Central Avenue Connector Trail** has progressed significantly and is now hiring a full-time project manager



Defining public space in the District



Public Right-of-Way (ROW) refers to the surface, the air space above the surface, and below the surface of any public street, bridge, tunnel, highway, lane, path, alley, sidewalk, or boulevard. The ROW is maintained by DDOT and remains the most valuable public asset of the city.

Cartway and Roadway refers to the space between curbs reserved primarily for transportation purposes (e.g., motorized vehicles and bikes).

Ongoing Conversations and Summits

- Increase regional awareness through publications or events
- DC Public Space Activation, Montgomery County Bicycle and Pedestrian Education, Arlington County Bicycle Mapping



Suggested Changes for TLC

- Preference for Previous TLC Projects
- Expanding Program to fund Capital Improvements
- Creation of a Best Practices Resource for Implementation



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Photo Credits

- Slide 8: BRT Station Prototype Design (ZGF/MCDOT)
- Slide 11 (Left): COG
- Slide 11 (Right): Fairfax County Zoning Ordinance
- Slide 13: Defining public space (Gensler/DC OP)

