# Slide 1: Presentation Title: Long-Range Plan Task Force Analysis, Draft results

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# Presenter: Lori Zeller, Transportation Planner

# TPB Access for All Committee

# November 30, 2017

Slide 2: Status Report

* Recap on Activities and Actions
* Draft Results
* Opportunity for AFA Comment

Slide 3: Recap on Activities and Actions

* What is the Long-Range Plan Task Force?
  + - Who: Members are TPB members as well as a representative from the AFA and a member of the Citizens’ Advisory Committee
    - Why: Task force was formed in response to examine projects, programs and policies that are not in our long-range plan but that have the potential to address regional challenges

Slide 4: Recap on Activities and Actions

* + The task force recommended 10 initiatives to study based on three months of work, and over 80 ideas of projects, programs and policies (including AFA input)
  + This study is being done at a high-level, with “sketch planning” analysis methods, which will allow us to compare how each initiative performs relative to each other and relative to the projected future according to the current CLRP
  + From the comparative analysis, the task force will determine if some initiatives perform particularly well and therefore should be considered for further TPB action
  + Draft results were shared at the November 15 meeting of the TPB and discussed at the Long-Range Plan Task Force

Slide 5: Draft Results

* The next slide contains the ten initiatives evaluated on how well they address regional challenges (relative to the 2040 CLRP baseline)
* The evaluation follows this legend:
  + - High
    - Medium
    - Low
    - Neutral
    - Negative
  + The full draft results presentation can be found at <https://www.mwcog.org/events/2017/11/15/long-range-plan-task-force/>

Slide 6: Results

* Express Travel Network
  + - Road Congestion: Medium
    - Transit Crowding: Neutral
    - Inadequate Bus Service: Medium
    - Access to Bicycling and Pedestrian: Neutral
    - Development around Metrorail: Neutral
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Negative
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Neutral
    - Environmental Quality: Neutral
    - Open Space Development: Neutral
    - Bottlenecks: Medium
    - Reliable Access to Intercity Hubs: High
* Operational Improvements and Hotspot Relief
  + - Road Congestion: Medium
    - Transit Crowding: Neutral
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: Neutral
    - Development around Metrorail: Neutral
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Negative
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Negative
    - Environmental Quality: Low
    - Open Space Development: Neutral
    - Bottlenecks: Medium
    - Reliable Access to Intercity Hubs: Low
* Additional Northern Bridge
  + - Road Congestion: Low
    - Transit Crowding: Neutral
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: Neutral
    - Development around Metrorail: Neutral
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Negative
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Neutral
    - Environmental Quality: Negative
    - Open Space Development: Negative
    - Bottlenecks: Low
    - Reliable Access to Intercity Hubs: Low
* Bus-Rapid Transit and Transitways
  + - Road Congestion: Low
    - Transit Crowding: Neutral
    - Inadequate Bus Service: High
    - Access to Bicycling and Pedestrian: Medium
    - Development around Metrorail: Medium
    - Housing and Job Location: Medium
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Neutral
    - Environmental Quality: Neutral
    - Open Space Development: Neutral
    - Bottlenecks: Neutral
    - Reliable Access to Intercity Hubs: Low
* Commuter Rail
  + - Road Congestion: Low
    - Transit Crowding: Neutral
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: Low
    - Development around Metrorail: Neutral
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Low
    - Environmental Quality: Neutral
    - Open Space Development: Neutral
    - Bottlenecks: Neutral
    - Reliable Access to Intercity Hubs: Low
* Metrorail Core Capacity
  + - Road Congestion: Medium
    - Transit Crowding: High
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: Medium
    - Development around Metrorail: Low
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Negative
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Low
    - Environmental Quality: Low
    - Open Space Development: Neutral
    - Bottlenecks: Medium
    - Reliable Access to Intercity Hubs: Medium
* Transit Rail Extensions
  + - Road Congestion: Low
    - Transit Crowding: Negative
    - Inadequate Bus Service: Low
    - Access to Bicycling and Pedestrian: Medium
    - Development around Metrorail: High
    - Housing and Job Location: Medium
    - Metrorail Repair Needs: Negative
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Low
    - Environmental Quality: Low
    - Open Space Development: Neutral
    - Bottlenecks: Neutral
    - Reliable Access to Intercity Hubs: Medium
* Optimize Regional Land-Use Balance
  + - Road Congestion: High
    - Transit Crowding: Negative
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: High
    - Development around Metrorail: High
    - Housing and Job Location: High
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: Medium
    - Pedestrian and Bicyclist Safety: Low
    - Environmental Quality: Medium
    - Open Space Development: Medium
    - Bottlenecks: Medium
    - Reliable Access to Intercity Hubs: Low
* Transit Fare Policy Changes
  + - Road Congestion: Low
    - Transit Crowding: Negative
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: Neutral
    - Development around Metrorail: Neutral
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: Low
    - Pedestrian and Bicyclist Safety: Neutral
    - Environmental Quality: Low
    - Open Space Development: Neutral
    - Bottlenecks: Low
    - Reliable Access to Intercity Hubs: Neutral
* Travel Demand Management
  + - Road Congestion: High
    - Transit Crowding: Medium
    - Inadequate Bus Service: Neutral
    - Access to Bicycling and Pedestrian: Neutral
    - Development around Metrorail: Neutral
    - Housing and Job Location: Neutral
    - Metrorail Repair Needs: Neutral
    - Roadway Repair Needs: Neutral
    - Incidents and Safety: High
    - Pedestrian and Bicyclist Safety: Low
    - Environmental Quality: High
    - Open Space Development: Neutral
    - Bottlenecks: High
    - Reliable Access to Intercity Hubs: Low

Slide 7: Opportunities for AFA Comment

Task: Select the 10 initiatives to study

* Status: Completed
* AFA role: Provided feedback on potential initiatives

Task: The task force and TPB may choose to select a sub-set from amongst the 10 for future TPB action

* Status: Underway
* AFA role: Richard Ezike, AFA member on the Long-Range Plan Task Force, will present initiatives which best support the concerns of the AFA according to previous AFA feedback

Slide 18: Contact information

Lori Zeller

# Transportation Planner

(202) 962-3290

lzeller@mwcog.org

mwcog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002