# 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

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