

A Scenarios: Efficient Transit

Purpose

- Optimize use of base 2040 transit system, especially Metrorail
- Better balance demand
- Reduce overcrowded links while increasing use on underutilized links

Approach

- Use density goals for each RAC that has high-capacity, high-frequency transit
- Shift land use to encourage:
 - Mixed-use development,
 - Shorter trips, and
 - Reverse commuting patterns

	Land Use Changes	Policy Changes
A Prime Policy Changes Only	None	<ul style="list-style-type: none"> • Increased <u>proxy for area's walkability</u> (pedestrian environment factor (PEF)) in relation to increasing density
A1 Move jobs/people only within jurisdiction	<ul style="list-style-type: none"> • Moved people and/or jobs <u>from</u> non-RACs <u>to</u> TAZs within RACs located within one mile of a high-capacity transit station 	<ul style="list-style-type: none"> • <u>Decreased peak period Metrorail fares</u> by 50 percent in the off-peak direction • <u>Expanded walk/bike trip radius</u> from 1-mile to 1.5 miles • <u>Expanded park and ride supply</u> at stations with high demand, but are on underutilized lines in 2040 baseline
A2 Move jobs/people within/across region	<ul style="list-style-type: none"> • Changed density goals to limit additional density in areas on already congested links (e.g. Rosslyn-Ballston) • Prioritized moving jobs and people <u>to</u> ½ mile radius of transit stations <u>from</u> anywhere in region (RAC and non-RAC) • Then moved jobs and people <u>to</u> ½ -1 mile radius of transit station <u>from</u> non-RAC locations 	

B Scenarios: Cost Effective Transit

Purpose

- Reduce the jurisdictional Metrorail operating subsidy
- Increase ridership, resulting in greater fare and parking revenue

Approach

- Using density goals for each RAC that has high-capacity, high-frequency transit, reinforce existing transit markets by
 - Adding more residents to station areas with strong population base
 - Adding more jobs to station areas with strong job base

	Land Use Changes	Policy Changes
<i>B Prime</i> Policy Changes Only	None	<ul style="list-style-type: none"> • <u>Increased PEE</u> relative to increasing density • <u>Decreased wait and transfer times</u> by 25 percent
<i>B1</i> Move jobs/people only within jurisdiction	<ul style="list-style-type: none"> • Moved people and/or jobs <u>from</u> non-RACs <u>to</u> TAZs within RACs located within one mile of a high-capacity transit station 	<ul style="list-style-type: none"> • <u>Expanded walk/bike trip radius</u> from 1-mile to 1.5 miles • <u>Increased TAZ parking costs</u> by 25 percent • <u>Set minimum parking costs</u> in all TAZs to eliminate free parking • <u>Set \$5 cordon toll on inbound trips</u> to the core, including Rosslyn, Crystal City, Pentagon City
<i>B2</i> Move jobs/people within/across region	<ul style="list-style-type: none"> • Modified density goals to limit added density to areas on already congested links (e.g. Rosslyn-Ballston) • Prioritized moving jobs and people <u>to</u> ½ mile radius of transit stations <u>from</u> anywhere in region (RAC and non-RAC) • Then moved jobs and people <u>to</u> ½ -1 mile radius of transit station <u>from</u> non-RAC locations 	<ul style="list-style-type: none"> • <u>Expanded park and ride supply</u> at stations where demand exceeded supply in 2040 baseline

C Scenarios: Maintain Peak Period Travel Time

Purpose

- Limit traffic congestion in the metropolitan region to maintain travel speeds
- Decrease the total demand for automobile travel during the peak periods

Approach

- Use density goals for each RAC that has high-capacity, high-frequency transit, shift land use to encourage:
 - Mixed-use development,
 - Shorter trips, and
 - Reverse commuting patterns

	Land Use Changes	Policy Changes
C Prime Policy Changes Only	None	<ul style="list-style-type: none"> • <u>Increased automobile operating cost</u> from 10 cents/mile to 11.1 cents/mile • <u>Simulated increased telework</u> by removing 2.8 percent of commute trips on an average weekday • <u>Simulated implementation of alternative work hours</u> by increasing the number of driving commute trips that are assigned to the off-peak periods
C1 Move jobs/people only within jurisdiction	<ul style="list-style-type: none"> • Moved people and/or jobs <u>from</u> non-RACs <u>to</u> TAZs within RACs located within one mile of a high-capacity transit station 	<ul style="list-style-type: none"> • <u>Reduce all Metrorail fares</u> by 25 percent • <u>Increased walk or bike trips</u> by shifting 10 percent of trips under two miles from car/transit to walk/bike • <u>Increased PEF</u> relative to increasing density
C2 Move jobs/people within/across region	<ul style="list-style-type: none"> • Modified density goals to limit added density to areas on already congested links (e.g. Rosslyn-Ballston) • Prioritized moving jobs and people <u>to</u> ½ mile radius of transit stations <u>from</u> anywhere in region (RAC and non-RAC) • Then moved jobs and people <u>to</u> ½ -1 mile radius of transit station <u>from</u> non-RAC locations 	<ul style="list-style-type: none"> • <u>Increased PEF</u> relative to increasing density