



TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

The TPB's Transportation/Land-Use Connections Program

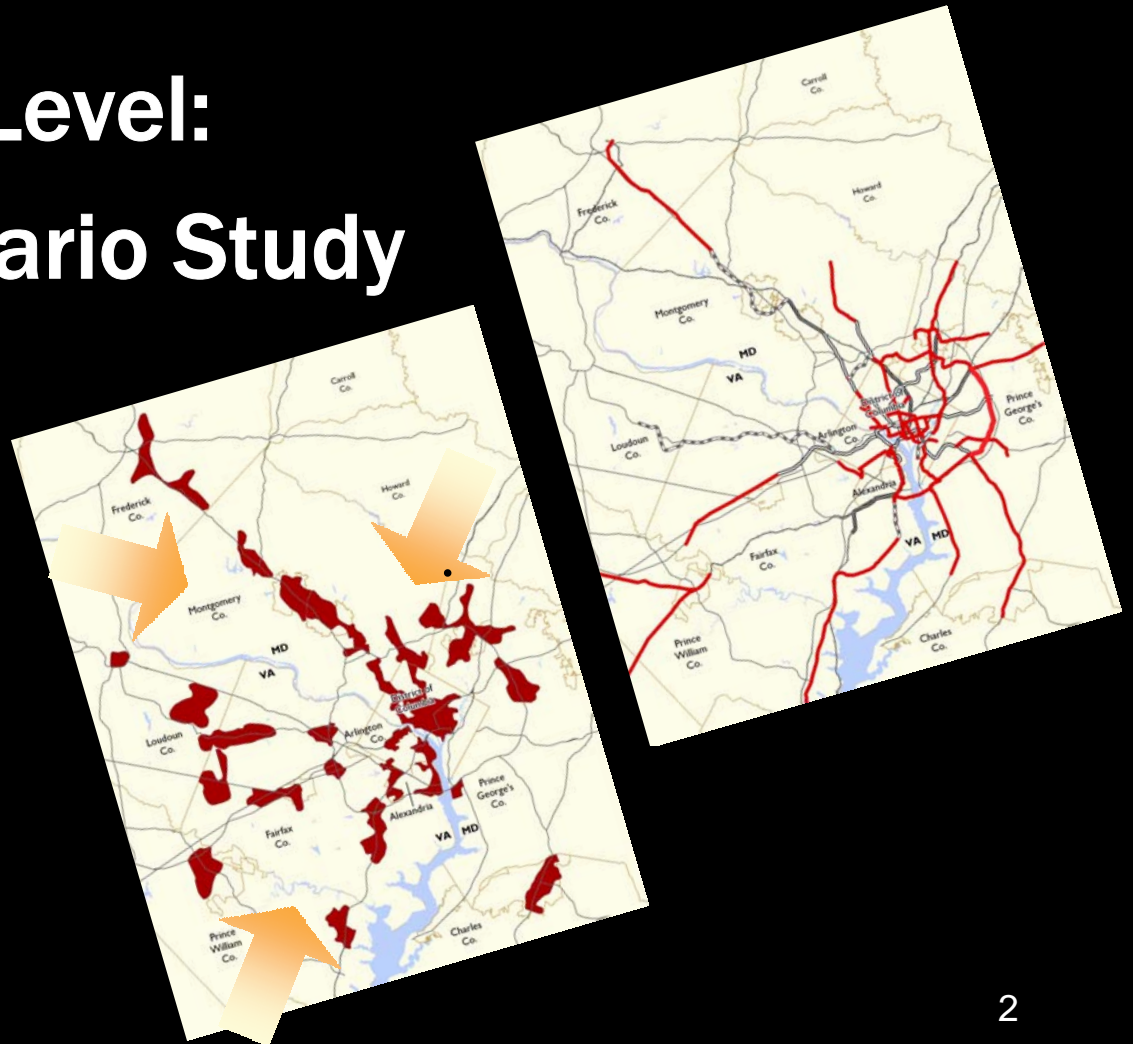
October 7, 2008

**Darren Smith, Sarah Crawford
Metropolitan Washington Council of Governments
Department of Transportation Planning**



The Macro-Level: The TPB's Scenario Study

- Regional perspective
 - Land-use shifts
 - Public transit networks
 - Toll lanes
- Looking at “*what if*” not “*how to*”





Policies, Goals... and CHALLENGES

“We know there are real actions we can take to make the situation better in the future...”

– Mike Knapp, 2006 TPB Chair

- Jobs and housing closer together**
- Mixed-use development near transit**
- Expand transit capacity and services to activity centers.**



The Micro-Level: The Devil's in the Details

- “What about local traffic impacts?”
 - “Public transit is already crowded”
 - “Regular people can’t afford to live closer in”
 - “Just because a place is dense doesn’t mean it’s walkable”





The TLC Program: Moving From “What If” to “How To”

Two components:

- **Regional Clearinghouse:** www.mwcog.org/tlc
 - Information about transportation and land-use coordination in our region and nationwide.
- **Technical Assistance Program**
 - Small-scale
 - Rapid-response
 - Available to local jurisdictions



TLC Strategies

(www.mwcog.org/tlc/strategies.asp)

- **Integrate Transportation and Land-Use Planning at All Scales**
- **Build and Plan for Communities Today and in the Future with a Mix of Jobs, Housing, and Civic Uses**
- **Develop Housing Affordable for a Range of Incomes around Regional Transit Networks**
- **Foster Public Involvement in Planning Transportation Choices and Great Places**
- **Broaden Regional Mobility Choices and Improve Safety and Access for Alternative Modes**
- **Maximize Existing Investments and Effectively Link New Infrastructure by Focusing Development Around Transit**
- **Improve the Health of Communities and the Environment through Development**

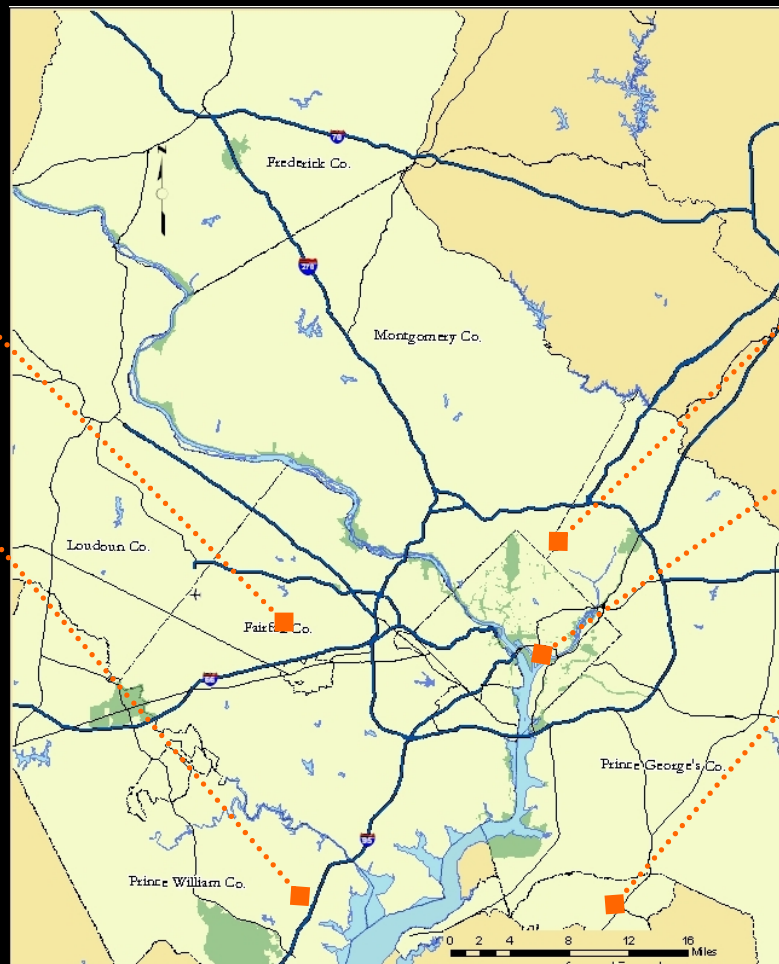


TLC Pilot Program

Fairfax County
TOD Level of
Service Study

Prince William County
BRAC Impacts
Scoping Study

- **Public Presentation on Density Issues: *Density and the Washington, D.C., Region***



Takoma Park /
Langley Park
Pedestrian Study

DC Potomac Avenue
Metro Station
Scoping Study

St. Charles Urban
Roadway Standards

- **Development of TLC Website and Regional Clearinghouse**



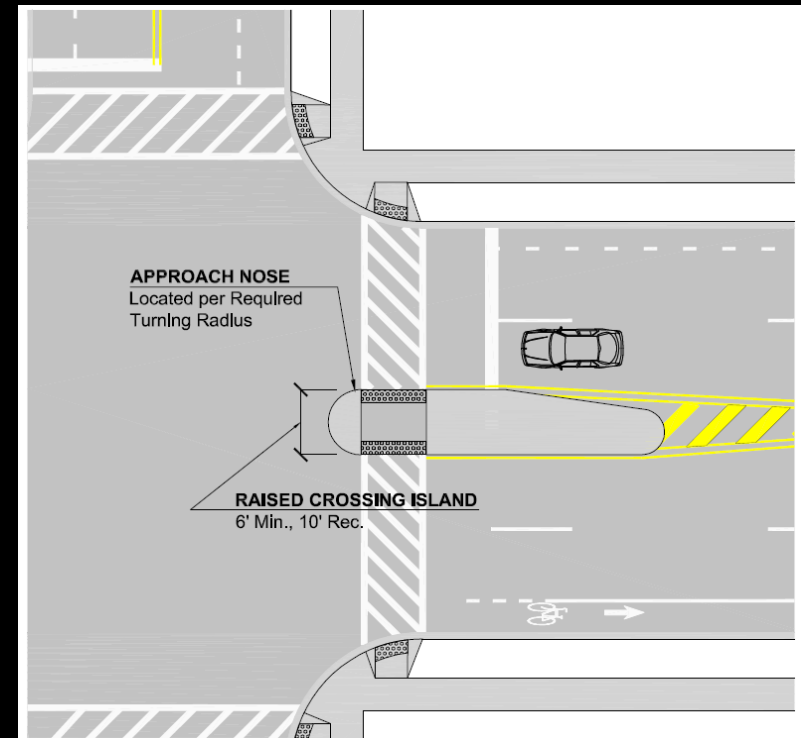
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Takoma/Langley Crossroads Pedestrian Study



Takoma/Langley Crossroads Pedestrian Study: Mid- and Short-Term Recommendations

- Add traffic signals
- Reduce crossing distances
- Curb cuts
- Raised table crosswalks
- Eliminate sidewalk gaps
- Buffers between cars and people
- Enhanced median islands
- Many more...



Takoma/Langley Crossroads Pedestrian Study: Long-Term Vision

- Maintain traffic volumes
- Create vibrant civic spaces & nodes of activity
- Pursue alternative means of channelization
- Create distinction between pedestrian and automobile spaces
- Highlight greenway connections





Five Additional Projects in 2007 Funded Through VDOT

**Leesburg BRT
Feasibility Study**

**Fairfax County: Look
Back at Rezoning
Cases**

**Manassas Park
City Core Visioning**



**Falls Church
Washington
Street Corridor
Planning**

**Alexandria:
Transportation
Management
Plan (TMP)
Review**



Frederick Co: Assess BRAC Impacts at Fort Detrick

Frederick City: Assess Pedestrian Crossing options on East Street

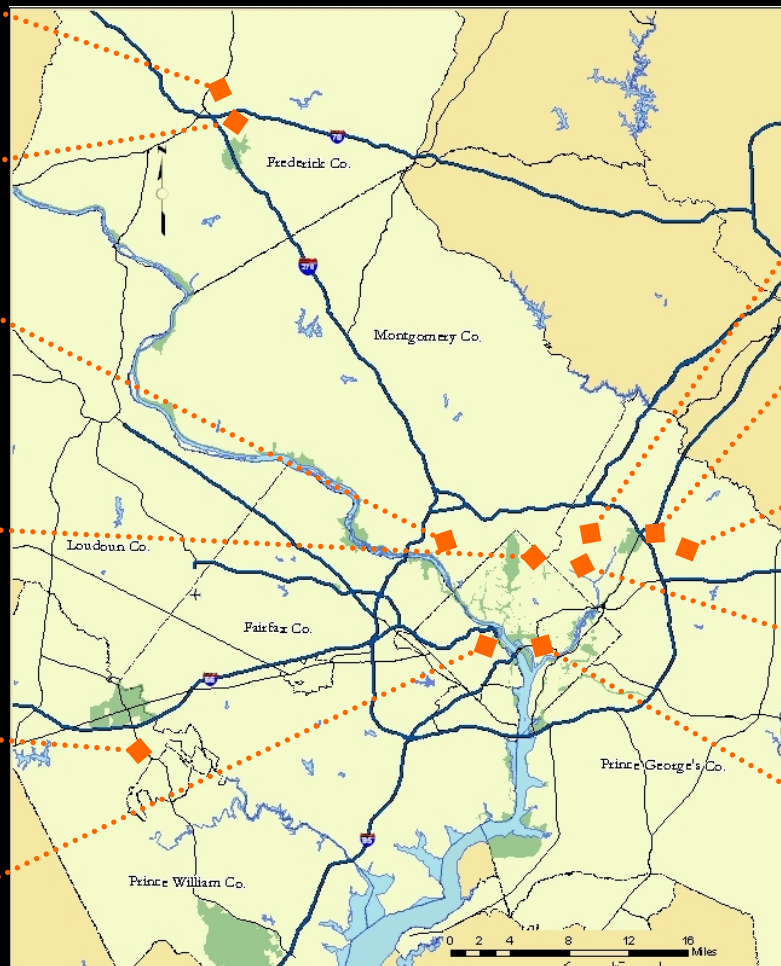
Bethesda Circulator Improvements

DC: Multimodal Takoma! Develop a Multimodal scorecard

Prince William County: Develop strategies for the Rt. 28 Corridor

Arlington: Review parking approval process for new development

FY 2008 Projects



Greenbelt: Assess transit options

Landover Metro: Identify strategies for TOD

Bowie: Charrette for pedestrian link to MARC

Prince George's Plaza: "Complete Streets"

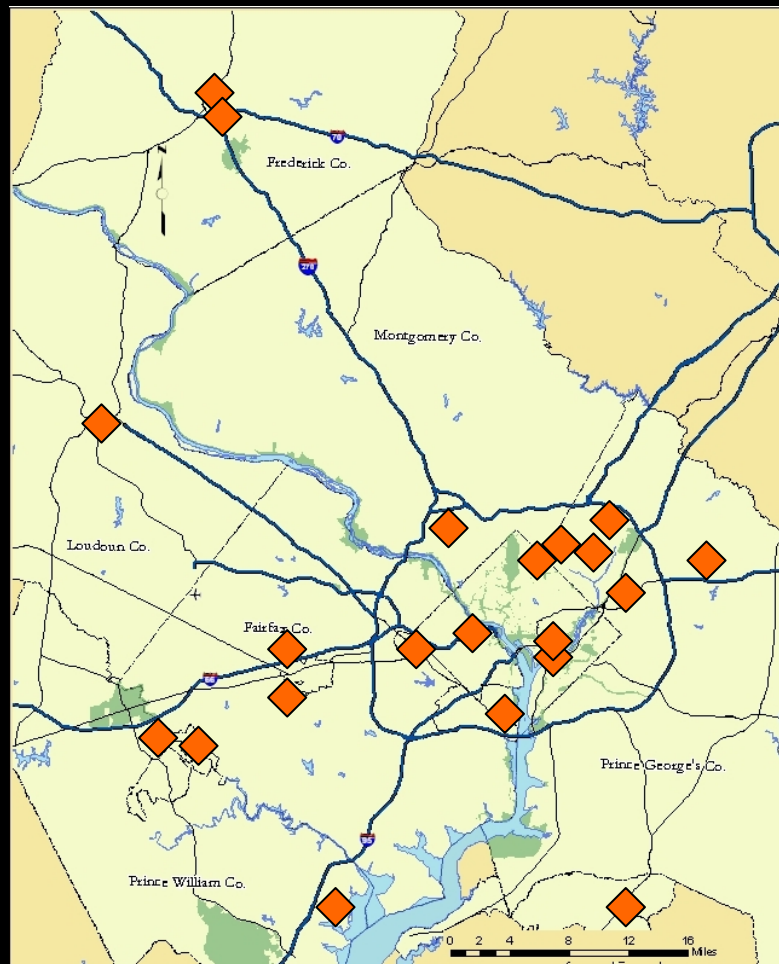
DC: Performance-based parking regulations



TLC Technical Assistance Summary

21 Technical Assistance Projects in 15 Jurisdictions:

- 3 in the District
- 9 in Maryland
- 9 in Virginia



Project Topics Include:

- Transit-Oriented Development (TOD)
- Program Reviews
- Multimodal Safety and Improvements



Lessons-learned to date from the Evaluation:

- **Benefits of the TLC Program:**
 - TLC projects facilitate a proactive approach to beginning the planning process
 - TLC projects assist with coordination within and between jurisdictions and in assembling crucial stakeholders at early stages
- **Suggestions for Improvements to the TLC Program:**
 - Provide higher funding levels for technical assistance projects
 - Update the TLC website to include FAQs and definitions
 - Market the TLC Program more effectively
- **A Year in Review – Evaluation of FY 2007 Projects**
 - Jurisdictions lack funding/resources for implementation



What's New for the FY 2009 Program?

- **Optimize funding flexibility**
 - Increase in funds available for technical assistance projects from \$120K to \$180K, plus \$80K commitment from MD TA funds
 - Provides for a range of technical assistance between \$10,000 and \$60,000
 - Necessitates formalization of selection process through formation of an expert selection panel and use of a weighted scoring system
- **Encourage implementation and follow-up**
 - Identify specific transportation projects and implementation activities that are needed to advance TLC recommendations
- **Develop regional resources**
 - Develop toolkits to address key regional challenges in implementing TLC principles



Schedule for the TLC Program in FY 2009

- **Application Process – October-December 2008**
 - The TPB approves FY 2009 procedures and issues a call for projects following the October 15 TPB Meeting
- **Selection Process – January-February 2008**
 - Form a selection committee comprised of non-partial experts in the transportation, land-use, and design industry
- **Delivery of Technical Assistance – March 2009**
 - Commence consultant selection and begin projects