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	• Increased proxy for area's walkability (pedestrian environment factor (PEF)) in relation to increasing density • Decreased peak period Metrorail fares by 50 percent in the off-peak direction • Expanded walk/bike trip radius from 1-mile to 1.5 miles • Expanded park and ride supply at stations with high demand, but are on underutilized lines in 2040 baseline
A1 **Move jobs/people only within jurisdiction**	• Moved people and/or jobs from non-RACs to TAZs within RACs located within one mile of a high-capacity transit station	
A2 **Move jobs/people within/across region**	• Changed density goals to limit additional density in areas on already congested links (e.g. Rosslyn-Ballston) • Prioritized moving jobs and people to ½ mile radius of transit stations from anywhere in region (RAC and non-RAC) • Then moved jobs and people to ½ -1 mile radius of transit station from 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**
B Prime **Policy Changes Only**	None	• Increased PEF relative to increasing density • Decreased wait and transfer times by 25 percent • Expanded walk/bike trip radius from 1-mile to 1.5 miles • Increased TAZ parking costs by 25 percent • Set minimum parking costs in all TAZs to eliminate free parking • Set $5 cordon toll on inbound trips to the core, including Rosslyn, Crystal City, Pentagon City • Expanded park and ride supply at stations where demand exceeded supply in 2040 baseline
B1 **Move jobs/people only within jurisdiction**	• Moved people and/or jobs from non-RACs to TAZs within RACs located within one mile of a high-capacity transit station	
B2 **Move jobs/people within/across region**	• Modified density goals to limit added density to areas on already congested links (e.g. Rosslyn-Ballston) • Prioritized moving jobs and people to ½ mile radius of transit stations from anywhere in region (RAC and non-RAC) • Then moved jobs and people to ½ -1 mile radius of transit station from non-RAC locations	

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	• Increased automobile operating cost from 10 cents/mile to 11.1 cents/mile • Simulated increased telework by removing 2.8 percent of commute trips on an average weekday • Simulated implementation of alternative work hours by increasing the number of driving commute trips that are assigned to the off-peak periods • Reduce all Metrorail fares by 25 percent • Increased walk or bike trips by shifting 10 percent of trips under two miles from car/transit to walk/bike • Increased PEF relative to increasing density
C1 **Move jobs/people only within jurisdiction**	• Moved people and/or jobs from non-RACs to TAZs within RACs located within one mile of a high-capacity transit station	
C2 **Move jobs/people within/across region**	• Modified density goals to limit added density to areas on already congested links (e.g. Rosslyn-Ballston) • Prioritized moving jobs and people to ½ mile radius of transit stations from anywhere in region (RAC and non-RAC) • Then moved jobs and people to ½ -1 mile radius of transit station from non-RAC locations	