

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

TO: Transportation Planning Board Technical Committee

FROM: Sarah Crawford  
Department of Transportation Planning

SUBJECT: Proposed Projects for the FY 2012 Transportation/Land-Use Connections (TLC) Technical Assistance Program and Proposed Timeline for FY 2012 Project Completion

DATE: July 8, 2011

This memorandum presents a brief summary of the FY 2012 TLC application and project selection processes.

The TLC Project Selection Panel met on June 30, 2011 to review the applications and develop a list of recommended projects for the FY 2012 round of TLC technical assistance. At that meeting, the panel selected eight projects to recommend for TPB approval at the Board meeting on July 20.

## BACKGROUND

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. There are two major components to the TLC Program: the Regional Clearinghouse and the Technical Assistance Program. The Regional Clearinghouse and related web components have been systematically updated as technical assistance projects are completed.

At the close of the FY 2011 round of the TLC technical assistance program, the TPB completed 48 technical assistance projects in 19 jurisdictions for a total of \$1,350,000. Seven projects were completed in the District of Columbia, 24 projects were completed in Maryland, and 16 were completed in Virginia. For more information about completed projects, please visit the TLC website at [www.mwcog.org/tlc](http://www.mwcog.org/tlc) and click on "Completed Projects" under Technical Assistance Program.

The TLC technical assistance program began with a pilot phase in 2007, and continued with fiscal-year phases in FY 2008, FY 2009, FY 2010, and FY 2011. Special funding for Virginia projects was provided in 2007 through the Virginia Department of Transportation (VDOT) 2007 Multimodal Planning Grants Program. Additional funding for projects in Maryland jurisdictions has been provided in FY 2008, FY 2009, FY 2010, FY 2011 through Maryland's Technical Assistance account in the TPB's Unified Planning Work Program (UPWP), which was made available through the Maryland Department of Transportation (MDOT).

Since FY 2009, the TPB has restructured the program to provide a range of funding for each project between \$20,000 and \$60,000. This funding range offers the potential for scaling applications to provide the greatest benefit for all applicants. Minor refinements were made to the application process as a result of additional recommendations from the Technical Committee and the TPB, including a longer period of time for the project solicitation and more detail required for applications requesting greater than \$30,000. The TPB also approved the use of a selection panel to oversee the project selection process for FY 2009 and subsequent years.

Projects completed through the TLC technical assistance program are summarized in Attachment A.

## **SUMMARY OF PROPOSED FY 2011 TECHNICAL ASSISTANCE PROJECTS**

### *APPLICATION PROCESS*

On March 11, 2011, the TPB issued a call for projects for the FY 2012 round of TLC technical assistance. The deadline for application submissions was May 18, 2011. TPB staff conducted an application workshop for the TLC Program on March 18, 2011. The application workshop provided an overview of the purpose of the TLC Technical Assistance Program, reviewed lessons learned from past projects, detailed the TLC application process, and highlighted the evaluation criteria used by the selection panel to review the applications. The workshop was also accessible through webinar software.

Based on feedback from the TPB last July, TPB staff added an optional abstract process to the FY 2012 solicitation. Applicants were provided with an interim opportunity to have TPB staff review project concepts and provide detailed feedback on how to develop a stronger TLC application. Abstracts were due on March 31, 2011, and applicants received feedback by April 15, 2011; TPB staff received nine abstracts.

For this application cycle, \$220,000 from the TPB's FY 2012 UPWP is available for technical assistance projects. Additionally, MDOT committed \$130,000 from their technical assistance account for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD). In the FY 2012 program, technical assistance again will be offered in amounts from \$20,000 to \$60,000, with the potential for scaling applications to provide the greatest benefit for all applicants.

The TPB received 15 applications from a diverse array of TPB member jurisdictions: the District of Columbia submitted three applications; Maryland jurisdictions submitted six applications; and Virginia jurisdictions submitted six applications. The applications represented a variety of topics ranging from technical analyses to visioning studies. Requested funding ranged from \$25,000 to \$60,000, with the total application package requesting \$705,000. A brief description of all applications may be found in Attachment B.

### *SELECTION PROCESS*

The TPB continues to use the selection process established in FY 2009. The following industry experts participated on the selection panel:

***Julia Koster, AICP, Chair***

Non-voting TPB Member  
Director, Planning, Research, and Policy Division  
National Capital Planning Commission

***Thomas Bassett***

Program Associate  
American Planning Association

***Kim Fisher***

Associate Director, Technical Activities Division  
Transportation Research Board

***Jina Mahmoudi***

Planning and Engineering Projects Director  
Institute of Transportation Engineers

***Joel Mills***

Director, Communities by Design  
The American Institute of Architects

The selection panel met on June 30, 2011, to review the project applications and develop a list of recommended projects for the FY 2012 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to provide insight on the projects. TPB staff provided an overview of previous rounds of the TLC Technical Assistance Program and was available to answer any questions related to the TLC Program. The selection panel reviewed each application and divided the projects into low-, medium-, and high-priorities for the TLC Program.

After additional analysis and review of the regional and local merits of each project, the selection panel developed a list of eight projects to recommend to the TPB for approval. The

end result of deliberations is a slate of project recommendations that the selection panel endorses as the most locally and regionally beneficial, cost-effective combination of projects.

The four projects that the selection panel recommended for funding in Maryland were forwarded to MDOT on June 30, 2011 for staff review. TPB staff also included the joint application from Prince George's County, the District of Columbia, and the City of Alexandria for consideration of partial funding. MDOT staff provided feedback on the five Maryland project applications and supports the approval of these projects for funding under the FY 2012 round of TLC technical assistance.

### *PROJECT FUNDING RECOMMENDATIONS*

The TLC selection panel recommends that the following projects be funded under the FY 2011 TLC Technical Assistance Program:

#### **District of Columbia**

- **Pedestrian Safety and Accessibility Study in the Farragut Square Area (\$30,000)**  
The Golden Triangle Business Improvement District requested technical assistance to complete a pedestrian safety and accessibility study of the area surrounding Farragut Square. Farragut Square is a major regional hub of multimodal transportation and pedestrian activity. The area is a major transfer point for city and regional commuter buses and bound by two metro stations and K Street, a main east-west route. This project was submitted in partnership with the District Department of Transportation.

#### **Maryland**

- **Montgomery County: Glenmont Community Visioning Workshop (\$30,000)**  
The project will develop a comprehensive vision for the Glenmont Metro Station area through a community visioning workshop to identify a list of creative and promising strategies to bring smart growth to the Glenmont Metro Station area. This effort will engage a disenfranchised community comprised of low- to medium-income residents, many of whom are minorities.
- **Prince George's County: Transitway Systems Study (\$60,000)**  
This project will provide a comprehensive study of transitway alignment and modal options in the county, developing and evaluating ways to integrate the countywide transitway network with the preferred growth and development pattern envisioned by the 2002 Approved Prince George's County General Plan. The TLC Selection Panel recommends revising this application, with the County's consent, to include an inter-agency, inter-jurisdictional roundtable that would serve to gather information from key stakeholders from adjoining jurisdictions, marking the first time a regional discussion will be formally conducted within a TLC project.

- **City of Rockville: Bikeway Master Plan Update (\$30,000)**  
This study will update the City's Bikeway Master Plan and refocus the plan from an emphasis on recreation towards the goal of improving Rockville's multimodal transportation network with an enhanced connection to existing and future land uses. The final product will include recommendations for incorporating bikeways as transportation facilities in development review processes. The best practices developed through this project will be replicable in other jurisdictions.
- **City of Takoma Park: New Hampshire Avenue Streetscape Design Standards (\$30,000)**  
New Hampshire Avenue is a two-mile cross-jurisdictional state highway that offers limited amenity to pedestrians, transit users, and cyclists. The streetscape design standards will provide specifications that address public realm elements while incorporating green technology to create an urban corridor that is safe, attractive, and sustainable. The New Hampshire Avenue Corridor is located in a transitional area with multiple jurisdictional boundaries, and is scheduled to receive two Purple Line light rail stops, one in the Takoma Langley Crossroads area - at the northern end of the proposed New Hampshire Avenue (MD 650) multi-way boulevard.

### **Multi-Jurisdiction**

- **Prince George's County, District of Columbia, City of Alexandria: Transit-Oriented Development Housing Needs Analysis (\$60,000)**  
The Transit-Oriented Development Housing Needs Analysis will evaluate housing supply and demand in areas surrounding Metro rail stations in Prince George's County, the District of Columbia, and the City of Alexandria to prioritize locations most in need of transit-oriented affordable housing investment. The analysis will also provide 20-year, jurisdiction-wide housing needs forecasts to inform long-term TOD planning strategies. This project represents the first multi-state level collaboration on a request for TLC technical assistance. It is also the first application received on the subject of affordable housing.

### **Virginia**

- **Arlington County: Arlington ADA Evaluation (\$50,000)**  
The study will evaluate the County's right-of-way according to the standards of the Americans with Disabilities Act (ADA), in order to identify deficiencies near transit access. Arlington also seeks to develop the framework of a future County ADA Transition Plan to resolve deficiencies identified during the evaluation. This is the first application received on the subject of improving transportation options for persons with disabilities. The applicants requested \$60,000; due to funding constraints, the TLC Selection Panel recommends funding this application at \$50,000.

- **Fairfax County: Pedestrian Facility Standards for Mixed-Use Development Centers (\$60,000)**

This study will determine where Multi-Modal Transportation Hubs should be located in Tysons, what services should be offered and what space requirements will be needed to implement them, taking advantage of four new Metrorail Stations in Tysons Corner to transform Tysons Corner from an auto-oriented, suburban, edge city into a vibrant, dense, walkable, transit-oriented urban center. Multi-Modal Transportation Hubs are intended to provide alternative mode transportation options for transit users to reach their final destinations that are beyond walking distance of transit stations/routes, as well as to allow residents and workers to travel within Tysons without the need to own or use a private vehicle.

#### *PROPOSED PROJECT COMPLETION TIMELINE*

On July 20, 2011, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2012 TLC Technical Assistance Program. Upon approval of the projects, TPB staff will immediately begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin immediately after consultant contracts are signed. It is anticipated that the projects will be completed by June 30, 2012.

#### **REGIONAL PEER EXCHANGE NETWORK**

The FY 2012 TLC Program will include a new component: the Regional Peer Exchange Network. The impetus for this network is based on input from past TLC technical assistance recipients, the TLC Selection Panel, and recommendations from the Assessment of the TLC Program completed by Reconnecting America. The goal of the regional peer exchange network is to provide a variety of opportunities and media through which to communicate information and best practices on TLC topics. TLC technical assistance recipients have requested an opportunity to share information about their projects and, in turn, learn about TLC best practices from other projects. The purpose of this network is to provide an opportunity for this information exchange to occur. In FY 2012, TPB staff will test a variety of techniques for facilitating information sharing.

#### *REGIONAL PEER EXCHANGE FORUM*

The kickoff event for the network will be the Regional Peer Exchange Forum, which will occur on August 17 or 23, 2011. The forum will provide an opportunity for TLC grant recipients, consultants, stakeholders, and other interested individuals to share information on TLC topics generated through the technical assistance program. One of the goals of the forum will be to learn from TLC Program stakeholders about key TLC issues on which they want more information. An objective of the forum will be to generate a list of key TLC topics on which to focus additional peer exchange opportunities and inform the future development of the TLC

Program. The format will be structured as a Pecha Kucha<sup>i</sup> event, a fast-paced style of sharing information which will allow participants to get a snapshot of past TLC projects. The pace of a Pecha Kucha event is dynamic; the goal of using this type of structure is to create an invigorating environment to generate discussion around TLC topics.

### *REGIONAL PEER EXCHANGE OPPORTUNITIES*

TPB staff will arrange additional peer exchange opportunities based on information gathered at the forum. Such opportunities may include:

- A peer exchange webinar series on TLC topics of interest both highlighted in past TLC projects and generated by the forum.
- An online information exchange to provide TLC stakeholders a central location to share information about TLC best practices in their communities, list topics about which they would like to learn more, and solicit additional ideas for peer exchange network events.

Other techniques for peer exchange may include: providing professional credit for participating in workshops; partnerships with other organizations to reach a broader audience, such as jointly hosting an exchange event or inserting an exchange event into a regularly scheduled outreach session of another organization; a mobile workshop to tour several TLC project locations; and video communications from TPB staff posted on the TLC website.

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<sup>i</sup> Pecha Kucha events consist of around a dozen presentations, each presenter having 20 slides, each shown for 20 seconds on a timer. Each presenter has just 6 minutes and 40 seconds to explain their ideas before the next takes the stage. Conceived as a venue through which designers could meet, show their work, exchange ideas, and network, the format keeps presentations concise and fast-paced.





**TRANSPORTATION/LAND-USE CONNECTIONS (TLC) PROGRAM  
TECHNICAL ASSISTANCE PROJECTS  
Fiscal Years 2007-2011**

**PILOT PHASE – FY 2007 (March – June 2007)**

**Langley/Takoma Crossroads Pedestrian Access and Mobility Study  
Montgomery/Prince George’s Counties**

This pedestrian safety study supports planning efforts for the Takoma/Langley Park Crossroads Sector Plan, which among other things is expected to be a location for the planned Purple Line light rail project. This study won an award in February 2008 from the National Capital Region Chapter of the American Planning Association.

**Development of Urban Roads Standards  
Charles County (St. Charles Urbanized Area)**

These recommendations will be used to revise the county’s Urban Road Design Standards to accommodate the county’s vision for denser, walkable communities with a mix of residential, commercial, and community amenities.

**Automobile “Levels of Service” in Transit Station Areas  
Fairfax County**

This report provides a summary of best practices from jurisdictions around the country that have taken steps to balance multi-modal options in transit oriented developments.

**Scoping Assistance: Impacts of BRAC on the Potomac Communities  
Prince William County**

A scope of work was developed for use in the county’s application for Department of Defense funding and to incorporate potential Base Realignment and Closure (BRAC) transportation and land use impacts into the Potomac Communities Revitalization Plan.

**Potomac Avenue Metro Station Revitalization Strategy  
District of Columbia**

The “Potomac Avenue Revitalization Strategy” prioritizes planning elements which will be analyzed during the full planning effort for this neighborhood.

**“Understanding Density” – Public Presentation on Density Issues  
For Use in Multiple Jurisdictions As Requested**

A presentation has been developed on key issues related to density. The first presentation is currently scheduled for the College Park City Council on April 15, 2008.

**VDOT MULTIMODAL GRANT PROGRAM FUNDING (initiated fall 2007)**

**Leesburg-Dulles Greenway Bus Rapid Transit (BRT) Feasibility Study  
Leesburg (Loudoun County)**

This analysis looked at the potential for Bus Rapid Transit (BRT) from Leesburg to the terminus station of the Dulles Metrorail extension.

**A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts  
Fairfax County**

An analysis of several rezoning cases in Fairfax County compared the current built environment with past estimates of land use and transportation conditions.

**City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station  
Manassas Park**

This study supported the city’s goal of “creating a livable, walkable, mixed-use city center focused on the Virginia Railway Express (VRE) and Potomac and Rappahannock Transportation Commission (PRTC) mass transit systems.”

### **South Washington Street Corridor Planning**

#### **Falls Church**

This project identified the transportation strategies and investments needed to facilitate the desired land-use vision for this corridor, and addressed issues such as site access, on-street parking locations, and pedestrian and transit improvements.

### **A Review of the Transportation Management Plan (TMP) Program**

#### **Alexandria**

This study provided recommendations for improving the Alexandria Transportation Management Plan (TMP) Program, which was designed to increase multimodal transportation use around dense development.

### **FY 2008 ROUND**

### **“Multimodal Takoma!”— Development of a Multimodal Scorecard**

#### **District of Columbia**

At the request of the District Office of Planning, a “scorecard” was developed to evaluate current multimodal access and potential improvements for the area surrounding the Takoma Metrorail Station.

### **Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark**

#### **District of Columbia**

This study for the District Department of Transportation analyzed data on parking management for the new ballpark area and provided recommendations for performance-based parking regulations.

### **Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station**

#### **Bowie**

A classic public involvement tool, a “charrette,” was used to gather feedback on a pedestrian link between a city revitalization area, Old Town Bowie, and the MARC commuter rail station, where a mixed-use center is planned near Bowie State University.

### **Assessment of Pedestrian Crossing Options at East Street and Carroll Creek**

#### **City of Frederick**

This study examined alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, became the new gateway to the city in the fall of 2009.

### **Fort Detrick Area Transit and Non-Motorized Transportation Access Study**

#### **Frederick County/City of Frederick**

This analysis identified the needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to the forthcoming Base Realignment and Closure (BRAC) changes.

### **Maximizing Transit Opportunities in Greenbelt**

#### **Greenbelt**

This project assessed existing transit options and future transit opportunities in Greenbelt, and made recommendations to ensure maximum use and efficiency of transit.

### **Recommendations for the Bethesda Circulator**

#### **Bethesda Urban Partnership (Montgomery County)**

This study examined the current service and route of the Bethesda Circulator to identify possible improvements and future expansions to enhance circulation in central Bethesda, a well-establishment area of transit-oriented development.

### **Identification of Appropriate TOD Strategies for the Landover Metro Station**

#### **Prince George's County MNCPPC**

This report recommended strategies for transit-oriented development (TOD) around the Landover Metro Station. An analysis of an area like Landover that is semi-industrial and potentially environmentally degraded provided new perspectives to the TLC program.

### **Recommendations for "Complete Streets" in the Prince George's Plaza Transit District**

#### **Prince George's County MNCPPC**

This study identified pedestrian and bicycle needs, and provide recommendations to develop "complete streets" near this Metro station. A complete streets approach recognizes that streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities. This TLC project recognizes that complete streets are an essential part of transit-oriented development.

### **Transportation and Land-Use Strategies for the Yorkshire Corridor**

#### **Prince William County**

Strategies were developed for transportation and land use that would help realize the county's vision for a vibrant community along Route 28, which is typical of the post-war strip retail corridors that have arisen in suburban areas across the country, and is an area long identified by the county for redevelopment.

### **Parking Management Plans: Process Improvements for Parking for New Development**

#### **Arlington County**

This project reviewed the current approval processes for site plans and parking management plans. The study also recommended measures to incorporate parking management earlier in the development process.

## **FY 2009 ROUND**

### **Gateway Transportation Enhancement Project**

#### **NoMa Business Improvement District (District of Columbia)**

This TLC project provided streetscape enhancements that complement the reconstruction of the New York and Florida Avenue, NE, intersection as a virtual traffic circle. Recommendations included complete streets and sustainable design principles to enhance pedestrian and bicycle connectivity, wayfinding, and safety around the intersection, while greening the public realm.

### **Pedestrian Trail System, Phase I Concept Development**

#### **Bowie**

The Bowie City Council approved an amendment to the City Trails Master Plan to include recommendations from an earlier TLC project. This project refined plans for the highest priority segment of the trail system, helping stakeholders to focus on the details of this first segment of the overall project through concept development, visualizations, and sketch renderings.

### **MD-355 / MD-85 TOD Study**

#### **Frederick County**

This project identified ways to enhance transit oriented development through short-term bicycle, pedestrian, and transit improvements and by reviewing long-term land-use recommendations. The final product included recommendations for incorporating study findings into an upcoming small area plan. This project was a joint effort between the Frederick County Division of Planning, Frederick TransIT, and the Frederick County Office of Economic Development.

### **Pedestrian and Bicycle Master Plan**

#### **City of Greenbelt**

This plan was designed to help Greenbelt improve connectivity between neighborhoods so that pedestrians and bicyclists can reach major destinations. The consultant worked with the Advisory Planning Board to coordinate citizen input, assess gaps in existing infrastructure, and design solutions to improve connectivity.

### **Non-Motorized Transportation Study**

#### **Town of Cheverly (Prince George's County)**

The project provided recommendations to improve connectivity for pedestrians and bicyclists to major destinations within Cheverly, including the Cheverly Metrorail Station, the Prince George's Hospital Center, the community retail and shopping area, and the largely industrial area between Cheverly and the Anacostia River.

### **Complete Streets Policy**

#### **City of Rockville**

Assistance from the TLC Program provided Rockville with resources towards the development of a Complete Streets Policy requiring that city streets are planned, designed, constructed, and maintained to enable safe access for all users. The final product included recommended revisions to the City's "Standards and Details for Construction" to incorporate design standards for new and retrofit projects that contain the most current multimodal design standards.

### **Marketing the Redevelopment Potential of TOD**

#### **City of Manassas Park**

Building off a previous TLC project, this marketing plan provided a TOD vision for the land around the Manassas Park VRE Station. Several parcels are already under development to create "City Center," a dense, mixed-use community adjacent to the VRE station. This project provided a marketing scheme for Manassas Park to use in identifying and reaching potential investors to develop the remaining vacant parcels and redevelop existing industrial parcels in accordance with the vision.

### **Sustainability of Mixed-Use Development at Commuter Rail Stations**

#### **Prince William County**

Focusing on the Woodbridge VRE Station, this project provided strategy and policy recommendations for reviewing development adjacent to commuter rail stations and making long-range land-use and transportation planning decisions for these facilities. This project was completed in collaboration with the Prince William County Office of Planning and Department of Transportation, as well as the Potomac Rappahannock Transportation Commission (PRTC), VRE, and VDOT.

### **FY 2010 ROUND**

### **Independent Shuttle Bus Consolidation Strategy (ISBC) for the Greater Brookland Community**

#### **District of Columbia**

This project developed recommendations for a consolidation strategy that will both address the operational issues posed by the current arrangement and improve mobility and access to Metro. Streamlining various existing shuttle services in the Brookland area could reduce operations costs, decrease vehicular traffic, and encourage Metro transit use by improving shuttle service.

### **Golden Triangle Business Improvement District Design Standards**

#### **District of Columbia**

This project evaluated and refined previously-developed draft streetscape guidelines developed by the BID and recommended implementation strategies. Enhanced design standards will serve to create a cohesive feel for the neighborhood. Low Impact Development (LID) techniques were an integral part of this project.

### **Waldorf Urban Transportation Improvement Plan**

#### **Charles County**

By reviewing the layout, functionality, and interconnectivity of all transportation modes, the county hopes to create a completely integrated transportation network capable of sustaining a walkable community in Waldorf. This project assessed a proposed conceptual transportation network and determined an implementation plan for public and private investment for construction.

### **Purple Line Bicycle Access and Bicycle Hub Location Study**

#### **Prince George's County**

This study identified locations for bikeway and sidewalk locations along the entire segment of the Purple Line in Prince George's County. The project identified complete streets components for the areas surrounding future transit stations. The study provided recommendations for implementation that will result in better and safer bicycle and pedestrian access to future transit-oriented development locations adjacent to the Purple Line.

### **Multi-Use Trail Traffic Control Study**

#### **Arlington County**

This project analyzed traffic control signage, markings and signals on two of Arlington's busiest shared-use trails and proposed modifications to create a more consistent, rational, predictable and ultimately safer traffic control environment for all trail users and those crossing the trails. The recommendations in this project will be used by transportation engineers to better design Arlington's non-motorized facilities.

### **Wiehle Avenue Station Multimodal Mobility Needs Analysis**

#### **Fairfax County**

This project improved upon a multi-modal evaluation tool previously developed for a TLC project for the Takoma neighborhood of Washington DC, to evaluate an array of potential projects to accommodate the mobility the needs of pedestrians, bicyclists, local bus, and auto users at the new Metrorail Station at Wiehle Avenue in Reston.

### **Harbor Station Multimodal Commuter Station**

#### **Prince William County**

This study examined the possibilities of creating a multimodal commuter center served by commuter rail, bus and ferry services around a planned mixed-use development at Harbor Station. This project involved close coordination with PRTC, VDOT and VRE.

### **Interim Pedestrian Safety Measures for the New Carrollton Metro Station**

#### **Prince George's County**

This project used New Carrollton as a case study to show how a package of interim short-term measures for making communities walkable and transit-oriented. The consultant identified a set of treatments and other approaches that can deliver quick safety improvements at minimal cost.

### **Pedestrian-to-Transit Accessibility Prioritization Project**

#### **Prince George's County**

Drawing upon a wealth of existing data, this project identified priorities for pedestrian access improvements at Prince George's 15 Metrorail stations and at the future Langley Park Transit Center. The project developed a methodology with criteria for prioritization and created an accessibility matrix that identified and prioritized the locations of highest need.

### **Analyzing Transportation Impacts of Neighborhood-Scale Retail**

#### **Montgomery County**

This project examined the accuracy of trip generation rates currently used by the county in urbanizing areas where vehicle trips for neighborhood-serving retail services may be overestimated. This project collected and developed a report that recommended improvements to trip generation rates used by the county for retail/basic services. The recommendations may be considered for incorporation into the county's development review process.

## **FY 2011 ROUND**

### **Van Ness / UDC Metro and Commercial Corridor Enhancement Study**

#### **District of Columbia**

This project developed a set of guidelines, recommendations, and low impact streetscape design options to enhance bicycle and pedestrian connections to the Metro station. The result is a plan that will make Metro and local retail more accessible and attractive to area residents, thus reducing vehicle use related to working, recreation, and shopping.

## **Freight Transportation and Land Use Connections**

### **Frederick County**

This study reviewed freight-dependent land-use designations for opportunities to maximize the utility of freight rail and truck corridors. The final product includes recommendations for implementation and incorporation of study findings into upcoming small area and corridor plans, and local and regional transportation plans. This was the first TLC project that focused on freight movements.

## **US 29 / Cherry Hill Area TOD Scenarios**

### **Montgomery County**

This project developed a sketch-level review of three alternative TOD scenarios for the US 29 / Cherry Hill area to match conceptual development types and densities to a range of supportive transit services. The final product included an opportunities/constraints report on the alternative TOD scenarios with recommendations for Planning Department application in subsequent Cherry Hill Area master plan analysis.

## **Central Avenue TOD Corridor Pedestrian and Mobility Study**

### **Prince George's County**

The project focused on a pedestrian safety and mobility study of the Central Avenue Corridor to recommend how to improve pedestrian safety and retrofit existing roads to accommodate pedestrians and cyclists. The pedestrian element of the study presented the pedestrian environment as a community system of interwoven pathways, sidewalks, and open spaces with an emphasis on improving mobility and safety.

## **Naylor Road Metro Station Area Accessibility Improvement Study**

### **Prince George's County**

The study identified barriers to pedestrian and bicycle mobility and recommend short-term actions to improve connectivity and safety within the Naylor Road Metro Station area. The consultant identified options to address missing links, intersection shortcomings, such as a lack of crosswalks and bike lanes, and safety concerns such as intersections without signage, lighting, or pedestrian countdown signals.

## **Accessibility and Rockville's TODs: Safer Walkways to Transit**

### **City of Rockville**

This project provided design concepts for safer pedestrian walkways that improve accessibility to the Twinbrook Metro Station. Improvements around the Twinbrook Metro station will have the long-term impact of better access and safety, greater transit use, increase in walking/biking to transit, and reduced vehicle emissions.

## **Best Practices in Providing Bicycle Facilities in Streetcar Corridors**

### **Arlington County**

The consultant identified best practices for the design and operation of corridors that include both streetcars and bicyclists, and recommend options for incorporating bicycle facilities in the redesign of the Columbia Pike Corridor. Without proper design and operation of streetcar and bicycle facilities in the Columbia Pike corridor, the streetcar could become a barrier to safe bicycling.

## **Pedestrian Facility Standards for Mixed-Use Development Centers**

### **Prince William County**

The project developed a pedestrian facility gap analysis and created a set of new standards and typical sections for sidewalks and streets in the County's newly adopted activity centers. This project will allow the County to implement the strategies within the newly adopted Transportation Plan by examining where pedestrian facilities are needed to connect the transit system, activity center, and other significant destinations.

**Transportation / Land-Use Connections Technical Assistance Program**  
**Applications for Assistance FY 2012 - May 18, 2011**

	<b>Applicant Jurisdiction</b>	<b>Contact Agency</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Budget Request</b>
<b>District of Columbia</b>					
1	District of Columbia	District Department of Transportation (DDOT) / Downtown DC BID	New York Avenue Low Impact Development (LID) Conceptual Plan	The product will be a conceptual plan for the installation of LID infrastructure in the public right-of-way of New York Avenue between 9th and 15th Streets, NW.	\$60,000 *
2	District of Columbia	District Department of Transportation (DDOT) / Golden Triangle BID	Pedestrian Safety and Accessibility Study in the Farragut Square Area	The study will recommend improvements for the currently congested sidewalks, travel lanes, and unsafe intersections around Farragut Square.	\$30,000
3	District of Columbia	District Department of Transportation (DDOT) / NoMa BID	NoMa Underpass Enhancement Project	The project will engage community input to create a dynamic scope of work for underpass enhancements and allow the BID to begin implementing that strategy by partnering with the appropriate design firm(s).	\$60,000 **
DC Total:					\$150,000

<b>Maryland</b>					
1	City of Gaithersburg	Planning and Code Administration	The Gaithersburg Connector: An Innovative and Vital Circulator Bus Network	The project will develop a feasibility study for a city/corridor scale circulator bus network, which will be used to connect population bases, employment destinations, activity centers, and other regional multi-modal transportation networks.	\$25,000
2	Montgomery County	Montgomery County Planning Department	Glenmont Community Visioning Workshop	The project will develop a comprehensive vision for the Glenmont Metro Station area through a community visioning workshop to identify a list of creative and promising strategies to bring smart growth to the Glenmont Metro Station area.	\$30,000
3	Prince George's County	M-NCPPC	Transitway Systems Study	This project will provide a comprehensive study of transitway alignment and modal options in the county, developing and evaluating ways to integrate the countywide transitway network with the preferred growth and development pattern envisioned by the 2002 Approved Prince George's County General Plan.	\$60,000 *
4	Prince George's County / DC / Alexandria	Department of Housing and Community Development ***	Transit-Oriented Development Housing Needs Analysis	The project will evaluate housing supply and demand in areas surrounding Metrorail stations in Prince George's County, the District of Columbia, and Alexandria to identify priority locations most in need of transit-oriented affordable housing investment.	\$60,000 *
5	City of Rockville	Department of Public Works: Traffic and Transportation Division	Bikeway Master Plan Update	This study will update the City's Bikeway Master Plan and refocus the plan from an emphasis on recreation towards the goal of improving Rockville's multimodal transportation network.	\$30,000
6	City of Takoma Park	Housing and Community Development	New Hampshire Avenue Streetscape Design Standards	The streetscape design standards will provide specifications that address public realm elements while incorporating green technology to create an urban corridor that is safe, attractive, and sustainable.	\$30,000
Maryland Total:					\$235,000

<b>Virginia</b>					
1	Arlington County	Division of Transportation	Arlington ADA Evaluation	The study will generate a report identifying deficiencies in ADA accessibility in transit areas of Arlington, and develop recommendations for a framework to correct ADA deficiencies.	\$60,000 *
2	Arlington County / NVSC	AED, DOT / Northern Virginia Streetcar Coalition	Economic Development Impact Template for Streetcar Systems	The project will create a template that can be shared across jurisdictions to track a set of factors over time in order to assess the economic development impacts related to streetcar systems, with an emphasis on jobs and housing changes.	\$30,000
3	Fairfax County	Fairfax County Department of Transportation	Development and Implementation of Multimodal Transportation Hubs in Tysons Corner	This study will determine where Multi-Modal Transportation Hubs should be located in Tysons, what services should be offered and what space requirements will be needed to implement them.	\$60,000 *
4	City of Falls Church	Planning Division	Transit-Oriented Development Beyond the Quarter Mile	The study will identify transportation strategies for land use plans that will facilitate mixed-use TOD outside the immediate quarter-mile radius of a Metrorail station. Area plans for four "opportunity areas" will be developed with input from the project.	\$60,000 *
5	Prince William County	Planning Office	Safe Routes to Schools (SRTS) Plan and Implementation Tools	The study would develop a SRTS Plan and SRTS Analysis (checklist, standards and review process) that would provide a succinct and coordinated implementation of the SRTS Plan for use during the rezoning and SUP review process.	\$50,000 *
6	Prince William County / Town of Quantico	Prince William County Department of Transportation	Access Road to the Town of Quantico	Develop a feasibility study for a separate access road to the Town of Quantico that is unencumbered by military requirements.	\$60,000
Virginia Total:					\$320,000

\* The project may be scaled to \$30,000.

\*\* The project may be scaled to \$30,000 or \$40,000.

\*\*\* This application is in partnership with the DC Department of Housing and Community Development and the City of Alexandria Office of Housing.

**TOTAL: \$705,000**