

Updated List of Proposed Initiatives for Study by the LRPTF

Notes:

- This list includes the brainstorming activities at the LRPTF meetings and additional submissions by task force members through April 26.
- This version of the list includes a reorganization of the initiatives into categories to make it easier to locate proposed initiatives.

Projects

Improve existing transit system

- 8-car trains
- Uncouple Metro lines at congested locations to relieve train congestion at key points such as tunnels (e.g. redesign Silver Line service to run in Virginia only)
- Increase capacity (relief line) at Union Station for Metrorail and commuter rail
- Double or triple park-and-ride capacity at end-line Metro stations/expand park-and-ride facilities at far-out stations
- Long Bridge

New transit infrastructure/services

- Circulators to get people to Metro stations
- New capacity dedicated transit lanes/regional inter-jurisdictional BRT network/priority bus, express bus or improved frequencies on lines where BRT is impractical
- Additional Potomac River Metrorail crossing (i.e. Rosslyn tunnel)
- MARC/VRE connection
- VRE express service
- Address east-west divide through projects connecting equity emphasis areas such as light rail connecting Silver Spring to Branch Ave, expanding light rail in DC, transitway to Waldorf
- Continuation of Purple Line (circumferential rail)
- Two-way traffic on MARC-Brunswick line
- Dedicated commuter rail infrastructure (separate from freight)
- High capacity transit to outer suburbs
- Midday bus storage

Road improvements or expansion

- HOT lanes on all highways
 - HOT lanes over Legion and Wilson bridges
- Reversible lanes on key highways
- Interconnected street grids in all Activity Centers
- Region-wide expansion of ITS
- Additional highway lanes at bottlenecks to increase person throughput at bottlenecks
 - Improve the section I-95/I-495 from Telegraph Road to the Springfield Interchange to address a bottleneck (widen from 8 to 12 lanes to be consistent with adjacent segments of I-495)
 - Additional lanes on I-66 inside the beltway

- Regionwide cross-jurisdictional traffic signal optimization
- Parallel route options to bypass incidents
- Truck lane restrictions on I-495 and I-395

Combined modes (roadway and transit)

- Give BRT on the HOT network full in-line stations
- Combined BRT and autonomous vehicle dedicated lanes
- Multimodal Potomac River crossing
- Expansion and maintenance of all Potomac River crossings
- Outer crossing over Potomac River with Metrorail
- Dedicated transit lane on American Legion Bridge
- Optimize corridor performance including use of technology/Integrated Corridor Management (ICM) region-wide on applicable multimodal corridors

Bike/Pedestrian

- Pedestrian and bicycle access to Metro and commuter rail stations (i.e. WMATA's ped/bike access study)
- Expand regional bikeshare with prioritization in Activity Centers and transit nodes
- Electric-assist bikeshare region-wide
- Interconnected network of regional trails
- Greater pedestrian expansion

Programs

Incentivizing non-single-occupancy vehicle modes

- Standardized or fixed fare on all transit
- Optimize Metro pricing to maximize ridership
- Free transit rides for residents earning \$30,000 a year or less/Free transit or free bus rides for everyone
- Subsidize ride-share
- Regional car-sharing
- Congestion pricing

Reducing travel demand

- Greatly expanded regional TDM
 - Stagger work hours
- Expand telework

Redistributing growth

- TOD in under-invested high-capacity transit nodes (i.e. use WMATA's Transit Corridor Expansion Guidelines to set density targets for existing and future transit nodes)
- Tie a value-capture mechanism to a regional fund for TOD-supportive infrastructure improvements

- Address east-west divide by incentivizing job growth on the eastern side of the region
 - Create a fund to subsidize lease rates for job centers on the east side of the region by taxing new parking at the "vacant property" rate

Other

- Greater accessibility for persons with disabilities
- Digitally integrated technology for transit systems and roadway corridors (e.g. active traffic management)

Policies

Housing, jobs and other development policies

- Require an increased percentage of workforce/affordable housing in TOD areas
- Allow accessory dwelling units in all residential zones region-wide
- Eliminate downtown DC's height limit for residential buildings in order to increase core residential density (consider other height restrictions in other Activity Centers)
- Coordinated jobs location policy (i.e. Region Undivided scenario from RMAS)
- Balance of transit priorities with housing mix (i.e. housing unit production targets in all Activity Centers served by high-capacity transit)

Transit

- Regional dedicated funding source for Metro
- Federal CIP contribution to WMATA
- Coordinate local bus systems into a regionwide bus network

Driving

- Higher gas tax or VMT tax
- Federal funding to buy back currently privately owned roads
- Regional parking policy
 - Institute parking maximums in zoning regulations
 - Reduce or eliminate minimum parking requirements
- Price parking
 - "Stretch" parking pricing strategy from MSWG
- Parking cash-out requirement for all employers region-wide & mandatory transit benefits for employees
- Cordon charge to access regional core and/or Activity Centers
- Adopt the San Francisco left (no left turns permitted in places with grids where 3 rights are possible)

Other

- CO2 requirement (make GHG goals embedded into TPB)
- Expansion of P3s

Other

- Forecast the impact of alternative modes of transportation like Uber, Lyft, autonomous vehicles and their implications