

## **ITEM 10 - Information**

May 19, 2004

### Status Report on TPB Regional Mobility and Accessibility Study

#### **Staff**

**Recommendation:** Receive briefing on the status of the TPB Regional Mobility and Accessibility Study, as described in the enclosed materials.

**Issues:** None

**Background:** In March, April and May 2003, the TPB held work sessions to review and discuss the scenario development for the regional mobility and accessibility study. At the July 16, 2003 meeting, the Board was briefed on the proposed scenarios to be tested.

The Board will be briefed on the background of this study, the technical approach being taken, and the alternative land use and transportation scenarios being analyzed. The results of the first phase of this study will be presented to the TPB in July.

# **The Regional Mobility and Accessibility Study**

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Metropolitan Washington Council of Governments  
May 19, 2004**

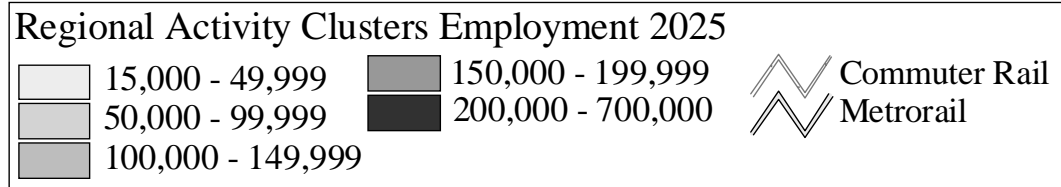
# Regional Mobility and Accessibility Study

➤ **Purpose:**

- Evaluate alternative options to improve mobility and accessibility between and among regional activity centers and the regional core

➤ **Shall include:**

- Additional highway and transit circumferential facilities and capacity, including Potomac River Crossings, where necessary and appropriate, that improve mobility and accessibility between and among regional activity centers and the regional core and that take into consideration the adopted land use plans of individual jurisdictions



# Regional Activity Centers

- **24 Clusters** comprise about **455 square miles** (13 percent) of the region's total land area
- **Contain 70%** of the region's jobs and **31%** of the region's households
- **Include 60 out of the 83 Metrorail stations**
- **23 Metrorail stations** are not within a regional activity cluster
- **14 activity clusters** have no Metrorail station

## **Regional Mobility and Accessibility Study (cont)**

➤ **Shall also include:**

- **The development of a regional congestion management plan, including coordinated regional bus service, traffic operations improvements, transit, ridesharing and telecommuting incentives and pricing strategies**

➤ **Shall also include:**

- **Short and long term analyses of primary and secondary impacts of any new facilities, both circumferential and within the regional core, on land use including on established communities and open space; on transit ridership; on total vehicle miles of traveled and number of single occupancy vehicles; and on economic shifts within the region, especially to or from the regional core**

## **Organizational Structure for Study**

- **The TPB working with other policy committees at COG (MWAQC, MDPC, CBPC, and the COG Board) provides overall direction and policy guidance for in this study.**
- **A Joint Technical Working Group composed of members from the TPB Technical Committee, the Planning Directors' Technical Advisory Committee and the MWAQC Technical Advisory Committee to provides the TPB with technical insight and guidance**
- **The TPB CAC and the CACs of other policy committees at COG are invited to participate in meetings of the Joint Technical Work Group**

## **Technical Approach:**

- **Conduct a “scenario analysis” of alternative options:**
  - **Analysis of additional highway and transit options beyond current CLRP**
  - **Examination of land use issues and analysis of the interaction between various transportation options and land use**
  - **Development of a regional congestion management plan that includes operational improvements and pricing strategies**
  - **Evaluation of both the short and long term impacts of the alternative options on future land use, transportation system performance, and economic shifts within the region**

# Measures of Effectiveness

- Land use
- VMT Per Capita
- Travel Modal Shares
- Highway and Transit Congestion
- Highway and Transit Accessibility
- Air Quality
- Energy Consumption
- Water Quality
- Freight
- Safety



## **Measures of Effectiveness and 2000 CLRP Shortcomings:**

- **Region is forecast to add twice as many jobs as households**
- **Projected to need an additional 250,000 in-commuters**
- **Regional Activity Clusters are expected to capture 70% of the region's employment growth, but only 40% of its household growth**
- **Only 40% of the region's employment growth and 15% of its household growth is expected to occur near Metrorail stations**
- **Daily Vehicle Miles of Travel per capita is projected to increase**
- **Peak Period highway and transit congestion expected to spread**
- **Growth is uneven between the eastern and western portions of the region.**

# **Alternative Land Use and Transportation Scenarios**

## ➤ **Alternative Land Use Scenarios**

**“Higher Household Growth in Region”**

**“More Household Growth in Inner Areas and Clusters”**

**“More Job Growth in Outer Areas”**

**“The Region Undivided”**

**“Transit-Oriented Development”**

## ➤ **Alternative Transportation Scenario**

**“Regional HOV/HOT Lanes Scenario”**

# **Regional Congestion Management Plan (CLRP+)**

- **Coordinated Regional Bus and Transit Service**
  - **Create a more integrated transit network of Metrobus, Metrorail and local bus systems; double transit ridership by 2025—WMATA Board Policy**
  - **Improve system reliability & provide better information**
  
- **Traffic Operations Improvements**
  - **Improve management of freeway and arterial road systems**
  
- **Increased Incentives for Ridesharing and Telecommuting**
  
- **Bicycle and Pedestrian Improvements**

# Study Schedule

- **Present results of CLRP/CLRP+ analysis with Round 6.4 and the CLRP+ with five alternative land use scenarios to TPB in July, 2004.**
- **Develop and refine alternative transportation scenarios (including new highway and transit facilities) to be evaluated with Round 6.4 and the five alternative land use scenarios by December, 2004.**
- **Identify 1-2 “Composite Scenarios” and conduct further analysis and evaluation by June, 2005.**