



Washington Metropolitan Area Transit Authority

ConnectGreaterWashington

Presentation to the Planning Directors Technical
Advisory Committee (PDTAC)

September 19, 2014



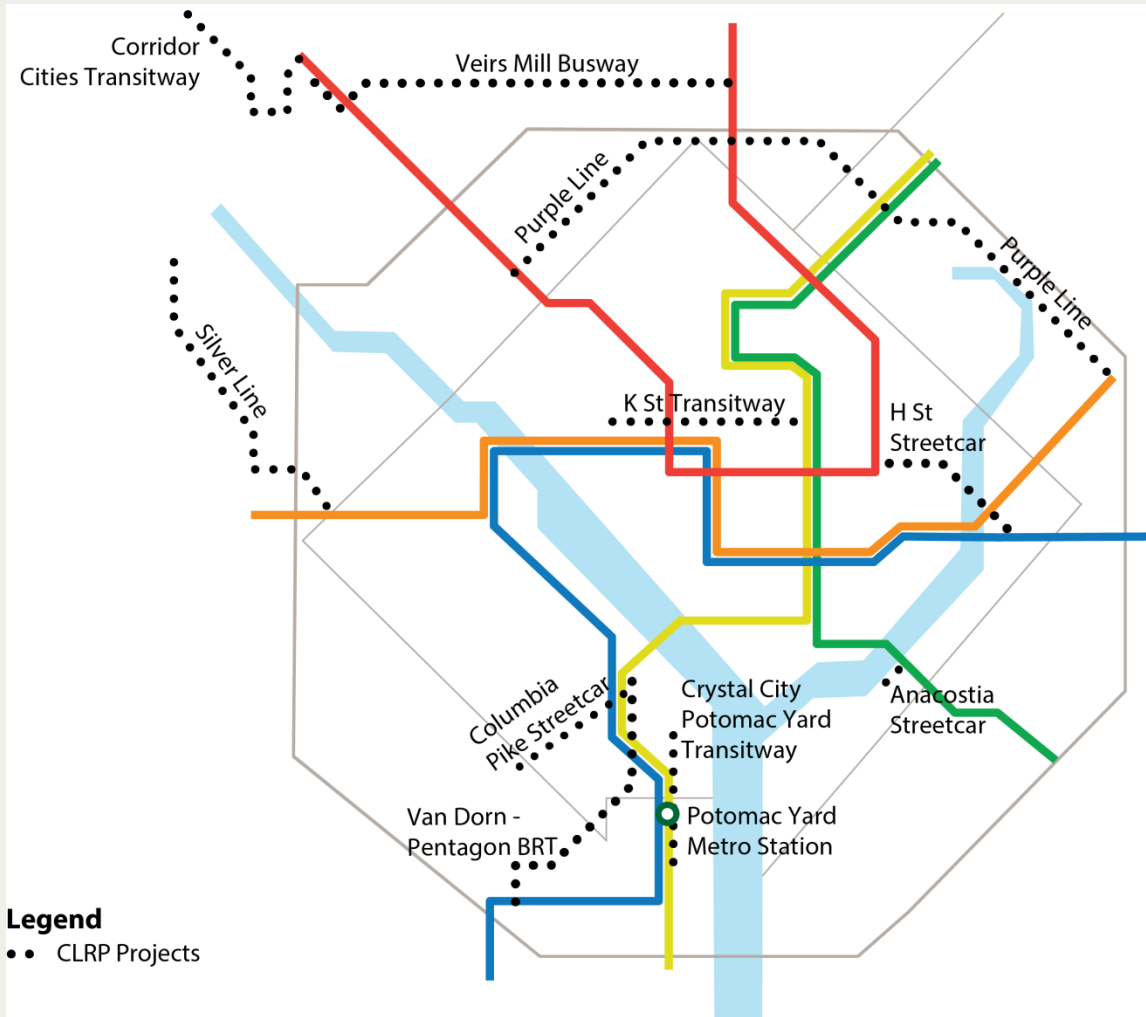
*ConnectGreaterWashington:
The 2040 Regional Transit System Plan*

Overview

- Project Purpose
- Summary from June 24th Workshop
- Scenarios Under Development
- Draft MetroQuest Survey
- Next Steps



The Region's Current Plan for 2040



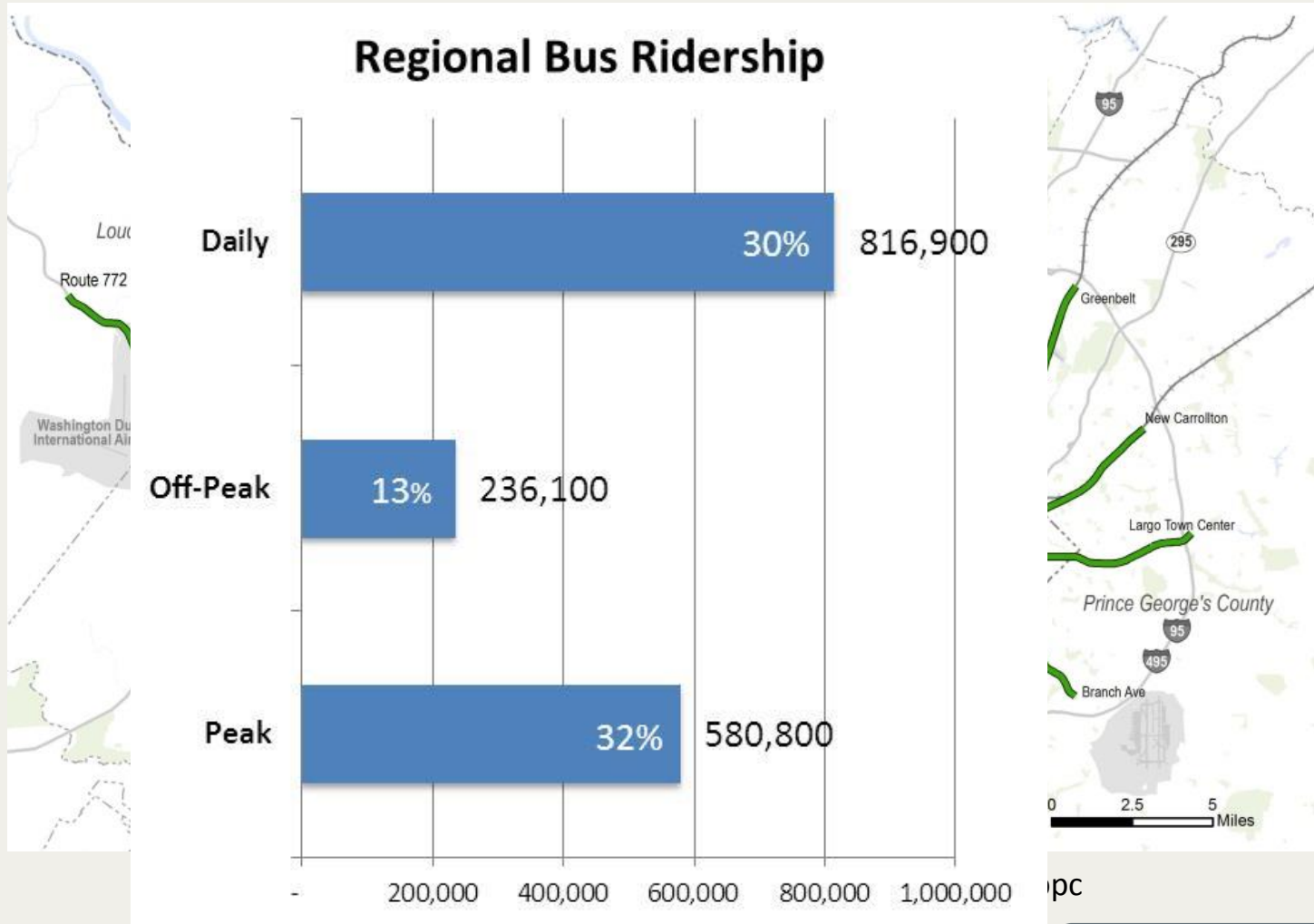
Included but Not Shown:

- Local Bus
- Commuter Rail
- Commuter Bus
- Metro 2025:
 - ❖ 100% 8-car trains
 - ❖ Priority Corridor Network
 - ❖ Core Station improvements
 - ❖ Rosslyn II station/Blue Line stub

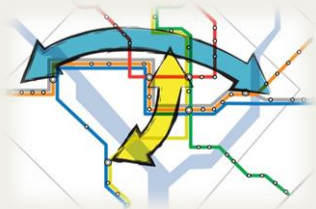


ConnectGreaterWashington:
The 2040 Regional Transit System Plan

2040 Transit System Forecast



ConnectGreaterWashington: The Region's Transit System Plan



New Metrorail lines in the core



Create network of high quality surface transit that connect across barriers



Improve commuter rail/bus frequency and span of service



AND
/ OR



Better utilize station areas and along corridors with transit



Increase walkability of station areas and neighborhoods



Reduce free and low-cost parking supply



ConnectGreaterWashington:
The 2040 Regional Transit System Plan

June 24 Workshop – What We Heard

- Land Use
 - Build out Metro stations and RACs with high-capacity transit
 - Build more residential in core
 - Add jobs outside core
 - Focus development on corridors not already at transit capacity
 - Address regional imbalances
 - Modify/remove height limit
- Transportation
 - Incentivize reverse commute
 - Prioritize surface transit
 - Increase commuter rail through region
 - Improve bike/ped facilities
- Other
 - Congestion pricing, taxation
 - Parking availability
 - Telework, rideshare



Scenario Modeling: Guidelines

- Maintain the draft Round 8.3 regional totals
- Allow TAZ and jurisdictional totals to vary
- No optimal land use developed;
- Only forecasted development after 2020 is considered
- 2040 transit network: existing transit system + 2013 CLRP + Metro 2025 initiatives.



Scenario A: Efficient Transit

- Goal: Optimize transit system, limit crowding potential
- Approach: Reduce peak demand on overcrowded links, increase off-peak and reverse demand
 - ❖ Shift job/HH growth to accessible RACs outside core
 - ❖ Increase development on under-utilized corridors with high-capacity transit
 - ❖ Increase mix of development in RACs and among RACs
 - ❖ Walkability, last mile improvements, reverse peak fares,

Scenario B: Cost-Effective Transit

- Goal: Reduce Metrorail subsidy from local jurisdictions
- Approach: Increase Metrorail ridership and revenue
 - ❖ Modify Scenario A land use changes to increase ridership
 - ❖ Increase walkability, connectivity
 - ❖ Reduce wait and transfer times
 - ❖ Remove fare cap and increase fares for high-demand trips
 - ❖ Increase driving costs (cordon pricing and parking)
 - ❖ Increase park and ride capacity



Scenario C: Maintain 2013 Travel Times

- Goal: Maintain travel times for highway and transit users
- Approach: Focus on car travel pricing to reduce congestion on regional road system
- ❖ Land use changes from lessons learned in Scenarios A and B
- ❖ Increase per-mile cost of driving
- ❖ Expand express/HOT lane network
- ❖ Increase TDM strategies
- ❖ Increase ped/bike mode shares
- ❖ Reduce transit fares

MetroQuest Survey

<https://rtsp1eu01.metroquest.com/>



Next Steps: Project Timeline

Date	Action
Fall 2014	MetroQuest survey to TAG, PDTAC, other stakeholders
Summer/Fall 2014	Scenario Modeling
Winter 2014	Meeting #3 with Planning Directors and TAG on Scenario Results
Winter 2014	Final Report



Comments/Questions

Project Manager: Allison Davis

adavis5@wmata.com

202.962.2056

Managing Director: Shyam Kannan

skannan@wmata.com

202.962.2730

