Connecting the Scenarios to The TPB Vision

The TPB Vision goals are listed below, including the subset of the strategies that could possibly be explored through the scenario study process.

Goal 1.

The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.

Strategies

1. Plan, implement, and maintain a truly integrated, multi-modal regional transportation system.

- The scenario can/will provide a robust transit system, with service to and within activity centers, including previous RMAS projects and local transit plans.
- The scenario under development focuses on transit and pricing, currently including the addition of new priced lanes, the tolling of many existing lanes throughout the region, and the operation of high quality BRT-like bus service on this regional network of toll lanes.

2. Develop a transportation system supportive of multiple use and higher density in the regional core and activity centers as a means of preserving land

- The scenario can assign higher densities to activity centers based on their distance from the core, with higher densities further in and lower (but walkable) densities further out in order to promote compact development.

3. Make the region's transportation system less intimidating for pedestrians and cyclists

- Scenario assumptions can include creating walkable and/or bikable activity centers

5. Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares.

- The scenario can provide new transportation infrastructure throughout the region, connecting all of the regional activity centers that are within a reasonable distance from the toll network. Variable pricing will provide funding for the new lanes and transit.

Goal 2.

The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and

5. Identify and develop 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.

- The toll network to be included in the scenario greatly increases regional highway capacity and transit capacity without adding any additional free highway lanes to the regional network.
- The transit network under evaluation will provide circumferential as well as radial routes, connecting activity centers to each other and the regional core.

6. Intercept automotive traffic at key locations, encouraging "park once," and provide excellent alternatives to driving in the regional core and in regional activity centers.

- The scenario can evaluate increasing park-and-ride lots/garages at the ends of the transit system lines.
- It is especially important that such increases in parking capacity are included where the tolling of existing lanes is evaluated.

7. Develop a system of water taxis serving key points along the Potomac and Anacostia Rivers.

- The scenario could evaluate water-based transportation system for the Washington region, but water taxies and the like are unlikely to have any major impact on regional measures of effectiveness.

Goal 3. The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.

Strategies

2. Identify and secure reliable sources of funding to ensure adequate maintenance, preservation, and rehabilitation of the region's transportation system.

- The scenario is expected to evaluate new funding sources, including pricing and value capture

Goal 4.

The Washington metropolitan region will use the best available technology to maximize system effectiveness.

Strategies

8. Develop operating strategies and supporting systems to smooth the flow of traffic and transit vehicles, reduce variances in traffic speed, and balance capacity and demand.

- The addition of new variably priced lanes should increase speeds and provide incentives to modify demand based on available capacity.
- Transit vehicles using these priced lanes should experience high travel speeds and reduced speed variance.

9. Maintain international leadership in taking advantage of new technologies for transportation, such as automated highway systems and personal rapid transit.

- Tolling and BRT technologies are still relatively new in the United States. Automated Highway Systems (VII) and personal rapid transit (PRT) are still outside the realm of feasibility, but other technologies such as pricing and BRT can be explored in the scenarios.

Goal 5.

The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

Strategies

1. Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.

- The scenario includes regional BRT-style high quality bus transit service operating on priced lanes, integrated with regional rail and local bus transit systems.
- Variable pricing will ensure free flow conditions on the freeway lanes where implemented.

2. Develop a transportation system supportive of multiple use and higher density (commercial and residential) in the regional core and regional activity centers as a means of preserving land; natural, cultural and historic resources; and existing communities.

- The highway and transit options being explored in this scenario focus accessibility improvements only on the regional activity centers.

Goal 6.

The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.

Strategies

2. Identify an agreed-upon set of definitions and assumptions to facilitate regional cooperation.

- During the process of developing the land use scenario, regional planners could develop a set of agreed-upon definitions and assumptions. Specifically, these could include definitions for transit-supportive densities, "smart growth" and "transit-oriented development."

4. Develop, in cooperation with local governments, model zoning and land use guidelines that encourage multiple use development patterns and reduce non-work automobile dependency.

- The development of the land use scenario could be based on the development of land use guidelines that specify specific density targets (or ranges) for different activity centers based upon the characteristics of the individual centers, including level of transit service available, current or planned density, proximity to the regional core.

5. Plan for development to be located where it can be served by existing or planned infrastructure.

- The land use scenario could locate all future growth in regional activity centers. Additionally, growth within activity centers could be focused around future or studied transit stations and access to the network of variably priced lanes.

Goal 7.

The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.

Strategies

1. Conduct outreach and education activities to promote public participation.

- Results of the scenario study will be presented to many citizen groups around the region.

2. Develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding.

- Transportation priorities in the scenario will work to knit together other local or state transportation projects into regional highway and transit networks.

dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.

Strategies

An objective of this goal is to create economically strong activity centers with a mix of jobs, housing, services and recreation in a walkable environment.

- Therefore, strategies for this scenario could include:
  - Achieving a jobs/housing balance in each activity center, thus approaching mixed use
  - Achieve a walkable density in the activity center (such as modeled after Rosslyn-Ballston/Old Town Alexandria). It is important to note that this may not be appropriate/possible in every activity center, therefore a system of allocating growth to activity centers is needed.

1. Define and identify existing and proposed regional activity centers, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region.

- The activity centers are at the core of the scenario's motivation and it is within the scenario scope to unofficially revise the current activity centers, such as proposing new activity centers in areas around existing transit (ie, the green line, which is also an example of addressing the east-west divide)
- The scenario also evaluates placing variable tolls on existing infrastructure with the goal of maximizing throughput on the facilities while raising much-needed revenue for maintenance of as well as adding new lanes to existing facilities. The toll network extends to all jurisdictions in the TPB region.

3. Locate employment in the regional core and activity centers
   - Land use should maintain projected job growth in activity centers and concentrate growth from non-activity centers to activity centers.

4. Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another.

- The scenario takes into account the expansion of the Metro rail system through the regional core, splitting the Blue Line from the Orange/Silver line between Rosslyn and Stadium Armory
- The Bus/Toll network will provide seamless transfers between individual lines as well as to Metrorail stations.
- The Bus network will provide one bus station in each nearby activity center, with seamless connections with circulator services to provide transit accessibility to the parts of the activity center not within walking distance to the bus station.

- One goal of the public outreach performed could be to begin the process of gaining public acceptance of pricing of existing freeway lanes. The enhanced transit service may provide the "carrot" that could lead public opinion into the direction of acceptance of variable pricing, especially the pricing of existing lanes.

Goal 8.

The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Strategies

3. Support the development of a seamless regional transportation system.

- The regional value priced freeway lanes network and bus transit network being proposed for this scenario will create a seamless regional transportation system. This will be accomplished by tying connecting bus and rail systems throughout the region, providing increased access to airports and regional activity centers.