

TPB LONG-RANGE PLAN TASK FORCE INITIATIVE

Optimize Regional Land-Use Balance

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National Capital Region
Transportation Planning Board

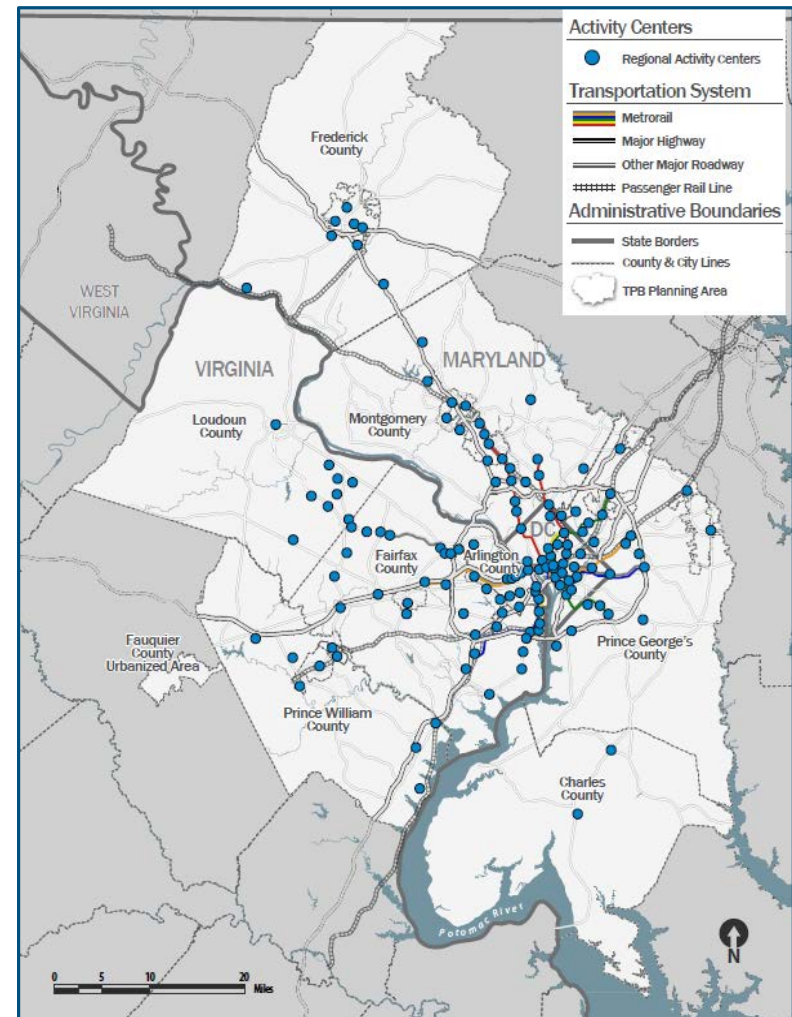
TPB's Call to Action

- **December 20, 2017:**

The region's jurisdictions and transportation agencies to develop projects, programs, or policies to advance the ideas represented by its **5 Aspirational Initiatives**.

To substantially improve:

- Mobility
- Accessibility
- Performance of the region's transportation system



Why the call for action?

Dissatisfied with the outlook for the long term performance of the region's transportation system – short of goals and vision.

- 2/3 of Population not close to high capacity transit
- Majority of work trips in single occupant vehicles (Inner/Outer Suburbs – 61% / 76%)
- Increase in daily vehicular delay (74%)
- More roadway lane miles congested in peak hour (65%)
- Decrease in auto accessibility to jobs in eastern parts of the region
- Greenhouse gas reductions short of regional goals (24% vs. 80%)

Source: TPB, "Performance Analysis of the 2016 CLRP Amendment," Nov. 16, 2016



TPB's 5 Aspirational Initiatives

1. **Optimize and balance land use throughout the region**
2. Implement enhanced travel demand management strategies consistently throughout the region
3. Operate bus rapid transit, light rail, and streetcars throughout the region
4. Enhance Metrorail capacity in the region's core
5. Provide a regional network of express lanes with express bus services that exempt high-occupancy vehicles from tolls



Why these five initiatives?

- **Targeted** – to address identified challenges to achieving transportation goals
- **Multi-disciplinary** – combination of mutually supportive projects, programs, and policies
- **Evaluated** – improvement potential quantitatively and qualitatively against region’s challenges
- **Top performing** – ideas relative to identified challenges to achieve transportation goals
- **Pragmatic** – builds on agreed upon strategies that are being pursued yet are not fully exploited
- **Majority consensus of region’s jurisdictions and transportation agencies**






















Potential Improvements – Land Use

Quantitative MOEs	2040 CLRP	Initiative	Change from CLRP
Travel Time: average travel time per commute trip			
Single occupant vehicle (SOV)	50.7	48.2	-5%
High-occupancy vehicle (HOV)	58.9	55.4	-6%
Transit	53.9	51.4	-5%
Vehicle Hours of Delay			
Daily vehicle hours of delay	1.85 million	1.53 million	-19%
Jobs Accessibility			
Transit: # of jobs accessible within 45-min transit commute	523,000	577,000	10%
Auto: # of jobs accessible within 45-min auto commute	876,000	962,000	10%
Commute Mode Share			
Single occupancy vehicle (SOV)	58.1	57.0	-2%
High-occupancy vehicle (HOV)	11.6	11.2	-4%
Transit	24.6	24.6	<1%
Bicycle/Pedestrian	5.6	7.2	29%
Reliable Trips			
Share of passenger miles on reliable modes	11.5%	11.5%	0%
Vehicle Miles Traveled (VMT)			
Daily VMT	141.91 million	137.44 million	-3%
Daily VMT per capita	21.2	19.9	-6%
Transit Options			
Share of households in zones with high-capacity transit	39.9%	44.3%	9%
Share of jobs in zones with high-capacity transit	57.7%	59.0%	2%



Challenges Potentially Addressed – Land Use

Challenges	Compared to CLRP
Road Congestion	
Transit Crowding	
Inadequate Bus Service	
Access to Bike/Ped Options	
Development around Metrorail	
Housing & Job Location	
Metrorail Repair Needs	
Roadway Repair Needs	
Incidents and Safety	
Pedestrian & Bicyclist Safety	
Environmental Quality	
Open Space Development	
Bottlenecks	
Reliable Access to Intercity Hubs	

KEY:	 High	 Medium
	 Neutral	 Negative
	 Low	



Optimize and Balance Land Use initiative

- More housing in the region
 - Identify ways to develop more housing in the region to provide workers to meet forecast regional job growth
- Optimize and coordinate transit investments and land use
 - Identify ways to increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit
- Balance future growth in jobs and housing regionwide
 - Achieve a better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region



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