



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: TPB Technical Committee

FROM: Nick Suarez, TPB Intern

SUBJECT: A Review of Implementation Activities Related to the Transportation Land-Use Connections (TLC) Program for FY 2016-2018

DATE: November 27, 2019

OVERVIEW

The Transportation Land-Use Connections (TLC) program has funded 130 technical assistance projects in the region throughout its 13-year history. This memo presents a review of the implementation of a sample group of past TLC projects (FY 2016–FY 2018) and offers suggestions for enhancing the program based on TPB-member jurisdictions’ feedback.

BACKGROUND

The Transportation Land-Use Connections (TLC) Program was established in 2007 to support local jurisdictions as they deal with the challenges of integrating land use and transportation planning at the community level. By providing consultant assistance between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for design/preliminary engineering projects, the TLC program has provided a range of services, including:

- Corridor and transit station planning
- Bicycle and pedestrian safety and access studies
- Transit-oriented development studies
- Streetscape improvement plans
- Design guidelines and roadway standards
- Trail Planning Design
- Safe Routes to School (SRTS) planning
- Transit demand and feasibility analysis

TLC projects are short-term and focused— typically lasting 6-9 months. They are selected through a competitive application process that is conducted annually. The application period for the FY 2021 round of TLC projects will be open between January 7 and March 9, 2020.

PURPOSE OF REVIEW

Past evaluations have found the TLC Program to be very popular among the TPB’s members. However, recent reviews of the program have not investigated whether and how specific TLC projects have led to changes in the built environment, in local policies, or in planning practices. As the TPB looks to continue to enhance the program, TPB staff believe the time is right for a focused review of past projects.

Stories of follow-up identified through this kind of research can be shared on the regional level and can provide models for other jurisdictions in the process of implementing similar projects as well as future applicants to the program. In the case of less-than-successful implementation, feedback from jurisdictions can inform future enhancements to the program and how the TPB can better support follow-up on projects beyond their completion.

METHODOLOGY

TPB staff chose a three-year period for this review— between FY 2016 and FY 2018. A total of 25 TLC projects were completed in this period. Staff selected these years to provide a sample of projects that allowed time for implementation but were recent enough to ensure that project histories were easy to recall for jurisdiction staff.

Out of the 25 projects conducted in the study period, TPB staff received information on 21 projects. The study methods were largely qualitative and were designed to provide rapid, high-level input. Staff conducted 19 telephone interviews with jurisdiction staff and received written information about two projects via email. The breakdown of the 21 projects discussed for the purposes of this evaluation represent a proportionate sample from each project year (see Attachment A for a list of the jurisdiction staff who provided input to this review).

A list of the 21 projects that are the subject of this review is provided below.

Fiscal Year	Jurisdiction	Project	Funding
2016	Arlington County	Low Stress Bicycle Network Mapping	\$ 45,000
2016	City of Gaithersburg	Improving Access to Transit	\$ 30,000
2016	City of Takoma Park	Parking Takoma Park: Smart Solutions for a Growing Activity Center	\$ 40,000
2016	District of Columbia	K Street / Water Street Bikeway and Pedestrian Connectivity Enhancements	\$ 60,000
2016	Fairfax County	Determining Multi-family Residential Development Parking Demand and Trip Generation in Urbanizing Suburban Activity Centers: Let's Not Over Park	\$ 60,000
2016	Prince George's County	Central Avenue Connector Trail 30% Design Project	\$ 80,000
2016	Prince William County	Safety and Connectivity in a Planned Community	\$ 30,000
2017	City of Greenbelt	Greenbelt Senior Mobility and Accessibility Needs and Barriers Study	\$ 30,000
2017	City of Manassas	Streetscape Design Standards for Mathis Avenue	\$ 30,000
2017	City of Takoma Park	New Ave Bikeway	\$ 60,000
2017	District of Columbia	Metrorail Walkshed Improvement Project	\$ 40,000
2017	City of Falls Church	West Falls Church Transportation Study	\$ 50,000
2017	Montgomery County	Bus Rapid Transit Station Design	\$ 80,000
2017	Prince William County	Mixed-Use and Multimodal Connectivity around Future VRE Stations	\$ 50,000
2018	Fairfax County	Technology Plan for a Travel Monitoring Program in Tysons	\$ 45,000
2018	Fairfax County	Columbia Pike Bike and Pedestrian Study	\$ 45,000
2018	Prince George's County	Washington, Baltimore, and Annapolis Trail Extension Feasibility Analysis	\$ 30,000
2018	District of Columbia	DC Public Space Activation and Stewardship Guide	\$ 60,000
2018	Charles County	Waldorf Urban Area Bicycle/Pedestrian Connectivity Analysis	\$ 50,000
2018	Montgomery County	Developing Educational Materials for New Safety Infrastructure in Bicycle and Pedestrian Areas	\$ 60,000
2018	Loudoun County	Engineering Analysis to Improve Bicycle and Pedestrian Connections at Future Metro Stations	\$ 25,000

SUMMARY OF REVIEW

Out of the 21 projects considered in this evaluation, jurisdiction staff indicated they consider 17 projects to be “successful” in advancing implementation. These projects are categorized into six distinct categories in the following section of this memo to illustrate the variety and impact of TLC projects across the region.

Four projects were not flagged as “successful.” Reasons for projects not moving forward included: recommendations being contingent on additional development (2 projects), delays as a result of bureaucratic processes (1), and failure to include recommendations in capital improvement plans (1). Possible enhancements to the program in order to better support jurisdictions’ implementation of their projects will be discussed in the final section of this memo.

Of the 21 TLC projects examined in this evaluation, 14 final reports explicitly recommended capital improvements. Since the completion of their TLC studies, 10 of these projects have been the subject of further design/engineering work. Four projects have further resulted in construction activities and/or changes to the built environment (see Attachment B for details).

Based on the interviews conducted for this evaluation, it is difficult to assess the total financial impact of these TLC projects. In several cases, however, project recipients identified further grants that were made possible by TLC projects. The funding for these grants range from \$50,000 (30% design work following the WB&A Trail Extension Feasibility) to \$15.7 million (grant for design and construction for the West Falls Church Transportation Recommendations).

CATEGORIES OF IMPLEMENTATION

TPB staff identified the following categories to summarize the types of implementation that have been achieved by the 17 projects that were deemed successful in the interviews with jurisdiction staff. Some projects have made significant progress regarding more than one area of implementation, and thus have been included in more than one of the following sections:

- **Capital Improvements** – This category describes projects that have made recommendations for capital improvements that have either successfully resulted in changes to the built environment or received additional funding for further design/engineering work.

Jurisdictions often regard the TLC program as a “springboard” for projects that are difficult to get started with other funds. In most cases, implementation requires feasibility studies and 30% design studies that can be completed through the TLC program. As a result, jurisdictions also describe the program as a much-needed “bridge” between conceptual ideas for improvements and final engineering plans that make construction possible.

The four projects that have either already resulted in built improvements or are currently in construction include:

- **West Falls Church Transportation Study** (Falls Church - 2017) – In June 2018, the city received \$15.7 million in grant funding from the Northern Virginia Transportation Authority to construct the pedestrian facility improvements outlined in the 2017 TLC study, along with other changes. Groundbreaking for the project took place in August 2019 and will improve accessibility for development taking place in the area.

- **Bus Rapid Transit Station Design** (Montgomery County - 2017) – This TLC project determined design goals and developed prototype stations for the FLASH Bus Rapid Transit system in Montgomery County. The stations are currently in fabrication and the first one is expected to be installed in March 2020 along US Route 29.
- **K Street / Water Street Bikeway and Pedestrian Connectivity Enhancements** (D.C. - 2016) – Phase I of construction, consisting of a two-way protected bike lane and changes to parking configuration, was completed in summer 2018. These changes were consistent with the TLC design for an improved connection between the Capital Crescent Trail and the Rock Creek Trail in Georgetown that would benefit bicycle and pedestrian access as well as public space. In 2019 the TPB selected the Capital Crescent and C & O Canal – Georgetown Trailhead Improvements project, also recommended within the TLC study for \$150,000 in TA Set-Aside funding.
- **Greenbelt Senior Mobility and Accessibility Needs and Barriers Study** (Greenbelt - 2017) – Assessing the existing barriers and needs for the city's increasing senior populations, this TLC project has resulted in ADA improvements and bus stop path repaving throughout the study area on Ridge Road, Cherrywood Lane, Breezewood Drive, and the entrance to the Indian Stream Trail.

The six projects currently in the process of completing follow-up design work include:

- **Central Avenue Connector Trail 30% Design** (Prince George's County - 2016) – Following the trail's feasibility study (2015) and Phase I 30% design study (2016), which were both funded through the TLC program, full design was funded through the Transportation Alternatives Set-Aside program (\$640,000 in 2018). The cost for construction is estimated at \$44 million. The county is currently seeking a full-time project manager.
- **Safety and Connectivity in a Planned Community** (Prince William County - 2016) – This project studied land use and multimodal transportation along a segment of Dale Boulevard, known as Dale City. Design guidelines for Dale Blvd, and the intersection of Minnieville Road and Prince William Parkway were further developed in the Dale City Small Area Plan.
- **Streetscape Design standards for Mathis Avenue** (Manassas - 2017) – As a follow-up to this project, the city used its own funding for 10% engineering work that was necessary to apply for a USDOT BUILD grant.
- **New Ave Bikeway** (Takoma Park - 2017) – This TLC project completed preliminary engineering for one segment of an off-street bike facility on New Hampshire Avenue. The city was awarded \$240,000 from the MDOT Bikeways program in 2018 to complete 60% design for this same segment.
- **Metrorail Walkshed Improvement Project** (D.C. - 2017) – This study examined walksheds in a half-mile radius around Congress Heights, Southern Ave, and Naylor Road Metrorail stations to identify possible bicycle and pedestrian improvements. From this project's bicycle facility recommendations, design and public outreach were completed for a Mississippi Avenue protected bike lane between 13th Street to

18th Street Planning, initial design, and outreach have been completed for Wheeler Road bike lanes.

- **WB&A Trail Extension Feasibility Analysis** (Prince George's County - 2018) – 30% design was funded through the Planning Assistance to Municipalities and Communities program in Prince George's County (\$50,000).
- **Informed Small-Area Plans (SAPs)** – A Small Area Plan (SAP) typically provides a vision for development for a specific area, ranging in size from a transit station area to an entire corridor. The TLC projects that contribute to these plans typically focus on accessibility and provide recommendations that make their way into SAPs and master plans. Projects include:
 - **Dale City: Safety and Connectivity in a Planned Community** (2016) – Examining the current conditions of the study area's transportation context, this TLC project made recommendations to ensure economic and social viability in the Dale City community. The majority of the recommendations, along with concept drawings and proposed road networks have been included in the Dale City SAP draft currently awaiting approval from the County Board of Supervisors in December 2019.
 - **Mixed-Use and Multimodal Connectivity around Future VRE Stations** (Prince William - 2017) – While the proposed VRE stations that were intended to be the focus of this project were not approved for construction, this study is being used for the current development of the Innovation Town Center SAP. This TLC project made recommendations in the study area for increasing density to better justify high-capacity transit in the future.
- **New Planning Tools** – Some TLC projects have introduced or developed new methods for jurisdictions to carry out their planning functions. Over the years, these projects have provided tools for visualizing, collecting, or evaluating data that are left for the jurisdiction to utilize long after the projects' completion. These include:
 - **Low Stress Bicycle Network Mapping** (Arlington County - 2016) – This project combined two methods to develop a tool that determines level of “stress” for different types of cyclists with varying degrees of comfort as riders. The tool was used to map different routes based on ridership, traffic, and infrastructure data. The tool was developed in partnership with Northeastern University, the University of Idaho, and the Rails-to-Trails Conservancy for analyzing opportunities to improve the county's bicycle network.
 - **Technology Plan for a Travel Monitoring Program in Tysons** (Fairfax County - 2018) – Following a TLC-funded evaluation of travel monitoring methods in Tysons Corner, the consultant made recommendations to the Fairfax County Department of Transportation on more cost-effective and long-term methods that have since been implemented in this study area as well as in Reston.
- **Contributions to Policy Change** – Some TLC projects study local policies, programs, and regulations and suggest revisions to planning standards. In past years, projects have collected data that justify revisions to policy but are often accompanied by further staff work in order to make revisions possible. The only project in this category completed between FY 2016 and FY 2018 is:

- **Determining Multi-family Residential Development Parking Demand and Trip Generation in Urbanizing Suburban Activity Centers** (Fairfax County - 2016): After collecting field data from ten multi-family developments, staff worked to change the parking standards in the Fairfax County Zoning Ordinance. In 2018, a new section was added to the ordinance to reduce parking minimums for multi-family buildings in Transit Station Areas.
- **New Employees and Committees** –TLC projects typically include recommendations at the conclusion of their study that require actions and further exploration by jurisdiction staff. In some cases, these projects coincide with larger jurisdiction efforts that warrant the need for additional staff/resources. While these additions may not be a direct consequence of a TLC project, they often heavily consider and rely on the study’s findings. These projects include:
 - **Smart Solutions for a Growing Activity Center** (Takoma Park - 2016) – Following the TLC study’s inventory of existing parking spaces in the Old Takoma area, the project’s recommendations will be taken up by the city’s new Parking Management Task Force created this year. In addition, issues raised by the project regarding ADA accessible parking will be addressed by Takoma Park’s Racial Equity Initiative.
 - **Central Avenue Connector Trail 30% Design** (Prince George’s County - 2016) – The Central Avenue Connector Trail project has developed significantly since its initial TLC feasibility study in 2015. Following further funding in 2018 from the Transportation Alternatives Set-Aside Program, the county is now seeking a full-time project manager to coordinate design completion.
 - **Greenbelt Senior Mobility and Accessibility Needs and Barriers Study** (Greenbelt - 2017) – In order to implement the recommendations of the TLC study, the City of Greenbelt incorporated funding in its 2018 budget to hire a part-time mobility manager but was unfortunately unable to fill the vacancy.
- **Ongoing Conversations and Summits** – Projects whose implementation fall in this category typically explore innovative areas of planning. Their results interest a variety of stakeholder groups from national agencies to educational institutions. These projects are crucial in creating awareness of previously unexplored issues and offer regional opportunities for peer exchange. These projects include:
 - **Low Stress Bicycle Network Mapping** (Arlington County - 2016) – Offering an innovative tool that determines level of “stress” for cyclists along different routes based on ridership, traffic, and infrastructure data, this project was the subject of a Transportation Planning Capacity Building Peer Exchange Event held by USDOT on April 10-11, 2019.
 - **D.C. Public Space Activation and Stewardship Guide** (D.C. - 2018) – As a guide for creative placemaking and the management of public space by communities, this project prompted regional dialogue as well as a request for presentation at the World Bank Urbanscapes Symposium, and a publication for the Americans for the Arts organization.
 - **Developing Educational Materials for New Safety Infrastructure in Bicycle and Pedestrian Areas** (Montgomery County - 2018) – The educational materials created as a result of this TLC project have been widely disseminated by Montgomery County

on their website and at public events, increasing regional awareness on the issue of driver education as bicycle and pedestrian facilities improve and develop.

FEEDBACK ON CHANGES TO THE PROGRAM

As a part of the interviews for this review, jurisdiction staff made the following comments on how the TLC program could better support implementation efforts:

- **Give Preference for Previous TLC projects** – Past recipients noted that TLC funding can be effectively utilized in multiple years for successive phases of projects. This is especially true in the case of feasibility studies or design standards that require follow-on 30% design/preliminary engineering. In order to support implementation of these kinds of projects, jurisdiction staff suggested the selection process should give preference to projects that have “graduated” from the TLC program.
- **Expand the Program to fund Capital Improvements** – One jurisdiction staff member suggested the TLC Program should be expanded to include funding for capital improvements. The TLC program provides funding for studies place-making, street beautification, and landscaping, this staffer said, but it should go further by funding physical improvements.
- **Create a Best Practices Resource for Implementation**– To support jurisdictions at different stages in implementing their TLC studies, the program could offer a Best Practices Resource for moving forward with recommendations. Sample information for this resource could include: how to move forward on feasibility studies, a directory of regional funding resources as well as one filtered by state/jurisdiction, and featured success stories about TLC project implementation with a roadmap for how progress was made.

ATTACHMENT A - Contacts for Past Transportation/Land-Use Connections (TLC) Projects Review

Fiscal Year	Jurisdiction	Project	Spoke With
2016	Arlington County	Low Stress Bicycle Network Mapping	David Patton (Bicycle and Pedestrian Planner)
2016	City of Gaithersburg	Improving Access to Transit	Rob Robinson (Long Range Planning Manager)
2016	City of Takoma Park	Parking Takoma Park: Smart Solutions for a Growing Activity Center	Rosalind Grigsby (Community Development Manager) and Jamee Ernst (Planner)
2016	District of Columbia	K Street / Water Street Bikeway and Pedestrian Connectivity Enhancement	Jamie Scott (Director of Planning and Economic Development at Georgetown BID)
2016	Fairfax County	Determining Multi-family Residential Development Parking Demands	John King (Transportation Planner)
2016	Prince George's County	Central Avenue Connector Trail 30% Design Project	Jordan Exantus (Lead Park Planner Northern Area)
2016	Prince William County	Safety and Connectivity in a Planned Community	Alexander Vanegas (Long Range Division Planner III)
2017	City of Greenbelt	Greenbelt Senior Mobility and Accessibility Needs and Barriers Study	Dr. Elizabeth Park (Director of Greenbelt CARES)
2017	City of Manassas	Streetscape Design Standards for Mathis Avenue	Nicole Smith (Economic Development Coordinator)
2017	City of Takoma Park	New Ave Bikeway	Rosalind Grigsby (Community Development Manager) and Jamee Ernst (Planner)
2017	District of Columbia	Metrorail Walkshed Improvement Project	Karyn McAlister (Bicycle/Pedestrian Program Specialist)
2017	City of Falls Church	West Falls Church Transportation Study	Paul Stoddard (Director of Planning)
2017	Montgomery County	Bus Rapid Transit Station Design	Darcy Buckley (Transportation Planner)
2017	Prince William County	Mixed-Use and Multimodal Connectivity around Future VRE Station	David McGettigan (Long Range Planning Manager) and Christine Hoeffner (VRE Manager of Project Development)
2018	Fairfax County	Technology Plan for a Travel Monitoring Program in Tysons	Sean Schweitzer (Transportation Planner II)
2018	Fairfax County	Columbia Pike Bike and Pedestrian Study	Nicole Wynands (Bicycle Planner)
2018	Prince George's County	Washington, Baltimore, and Annapolis Trail Extension Feasibility Analysis	Bryan Barnett-Woods (Transportation Planning Supervisor) and Fred Shaffer (Planning Coordinator)
2018	District of Columbia	DC Public Space Activation and Stewardship Guide	Joshua Silver (Lead Planner for Strategic Initiatives and Partnerships)
2018	Charles County	Waldorf Urban Area Bicycle/Pedestrian Connectivity Analysis	Alex Waltz (Planner II)
2018	Montgomery County	Developing Educational Materials for New Safety Infrastructure in	Gary Erenrich (Special Assistant to the Director for Montgomery County Department of Transportation)
2018	Loudoun County	Engineering Analysis to Improve Bicycle and Pedestrian Connectivity	Laura Ghosh (Transportation Engineer) and Susan Glass (Program Manager)

**ATTACHMENT B - Progress on Capital Improvements for Past Transportation/Land-Use Connections (TLC)
Projects (as of October 2019)**

Fiscal Year	Jurisdiction	Project	Funding	Included recommendations for capital improvements	Of those with capital improvements, further design work completed	Of those with capital improvements, construction started/achieved
		TOTAL:	\$ 1,000,000			
2016	Arlington County	Low Stress Bicycle Network Mapping	\$ 45,000			
2016	City of Gaithersburg	Improving Access to Transit	\$ 30,000	X		
2016	City of Takoma Park	Parking Takoma Park: Smart Solutions for a Growing Activity Center	\$ 40,000			
2016	District of Columbia	K Street / Water Street Bikeway and Pedestrian Connectivity Enhancements	\$ 60,000	X	X	X
2016	Fairfax County	Determining Multi-family Residential Development Parking Demand and Trip Generation in Urbanizing Suburban Activity Centers: Let's Not Over Park	\$ 60,000			
2016	Prince George's County	Central Avenue Connector Trail 30% Design Project	\$ 80,000	X	X	
2016	Prince William County	Safety and Connectivity in a Planned Community	\$ 30,000	X	X	
2017	City of Greenbelt	Greenbelt Senior Mobility and Accessibility Needs and Barriers Study	\$ 30,000	X	X	X
2017	City of Manassas	Streetscape Design Standards for Mathis Avenue	\$ 30,000	X	X	
2017	City of Takoma Park	New Ave Bikeway	\$ 60,000	X	X	
2017	District of Columbia	Metrorail Walkshed Improvement Project	\$ 40,000	X	X	
2017	City of Falls Church	West Falls Church Transportation Study	\$ 50,000	X	X	X
2017	Montgomery County	Bus Rapid Transit Station Design	\$ 80,000	X	X	X
2017	Prince William County	Mixed-Use and Multimodal Connectivity around Future VRE Stations	\$ 50,000			
2018	Fairfax County	Technology Plan for a Travel Monitoring Program in Tysons	\$ 45,000			
2018	Fairfax County	Columbia Pike Bike and Pedestrian Study	\$ 45,000	X		
2018	Prince George's County	Washington, Baltimore, and Annapolis Trail Extension Feasibility Analysis	\$ 30,000	X	X	
2018	District of Columbia	DC Public Space Activation and Stewardship Guide	\$ 60,000			
2018	Charles County	Waldorf Urban Area Bicycle/Pedestrian Connectivity Analysis	\$ 50,000	X		
2018	Montgomery County	Developing Educational Materials for New Safety Infrastructure in Bicycle and Pedestrian Areas	\$ 60,000			
2018	Loudoun County	Engineering Analysis to Improve Bicycle and Pedestrian Connections at Future Metro Stations	\$ 25,000	X		

TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

A Review of Implementation Progress from a Sample Group of Past TLC Recipients (FY16-FY18)

Nick Suarez
TPB Intern

TPB Technical Committee
December 6, 2019

Agenda Item 7



National Capital Region
Transportation Planning Board

Background on TLC

- Began in 2007 – 130 projects to date
- Allocates funding for consultant-provided technical assistance serving TPB member jurisdictions
- Between \$30,000 to \$60,000 for planning projects, up to \$80,000 for design or preliminary engineering projects



Purpose for Program Review

- Identify success stories to share on regional level
- Provide models for future applicants
- Capture suggestions on how to enhance/modify the program

Methodology

- Reached out to past TLC program recipients from FY 2016, FY 2017, and FY 2018 via email
- Requested a 15-20 minute phone interview to capture feedback
- Out of 25 total projects, responses received from 21 (seven from FY 2016, seven from FY 2017, and seven from FY 2018)

Questions for Past TLC Participants

- Progress on capital improvements (more planning, design/ engineering, construction), new or refined tools for planning (e.g., travel monitoring), policy changes (e.g., zoning ordinance)
- Space for other direct and indirect impacts
- Reasons for unsuccessful implementation and additional support that COG could provide
- Gauged interest in participation of TLC Peer-Exchange Event
- Informed participants of TA-Set Aside Funding

Summary of Evaluation

- Of the 21 TLC projects considered in this review, 17 were considered successful in advancing implementation
- Unsuccessful Implementation
 - recommendations contingent on additional development (2)
 - delays as a result of bureaucratic processes (1)
 - unable to include recommendations in capital improvement plans (1)
- 14 projects recommended capital improvements - 10 pursued further design/engineering work, and 4 of those resulted in changes to the built environment

Range of TLC Project Impacts

- Six categories of implementation, including:
 - Capital Improvements
 - Informed Small Area Plans (SAPs)
 - New Planning Tools
 - Contributions to Policy Change
 - New Employees and Committees
 - Ongoing Conversations and Summits



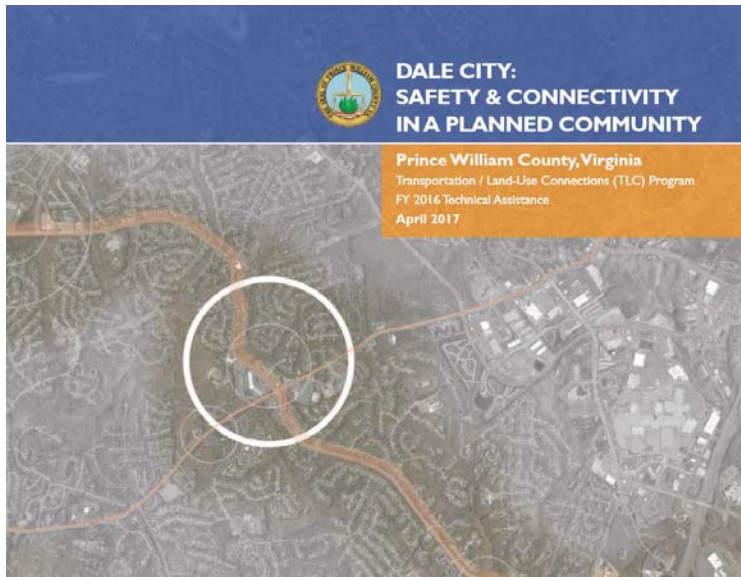
Capital Improvements

- Recommendations for changes to built environment
- Design: Central Avenue Connector, New Ave Bikeway, WB&A Trail Expansion
- In Construction: BRT Station Design, West Falls Church
- Completed: K Street–Water Street Enhancements, ADA Improvements in Greenbelt

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Informed Small Area Plans (SAPs)

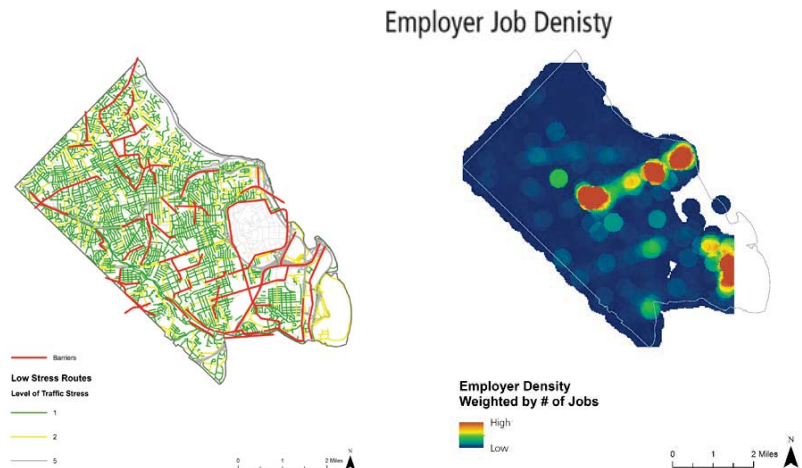


Source: COG

- Findings from TLC project are incorporated into a single vision and implementation plan for a specific area
- Two Prince William County Projects

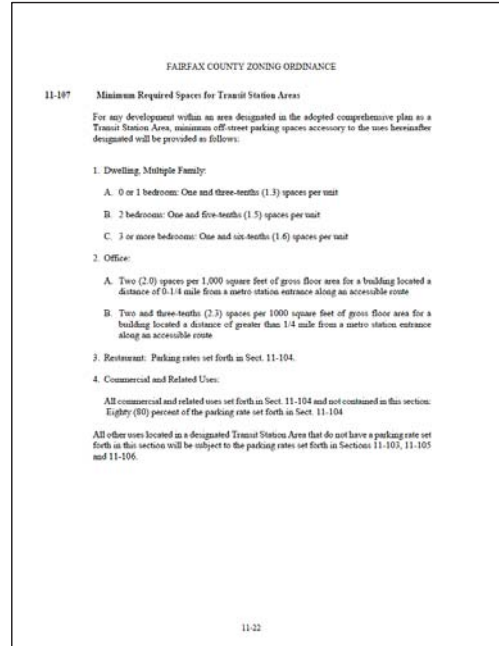
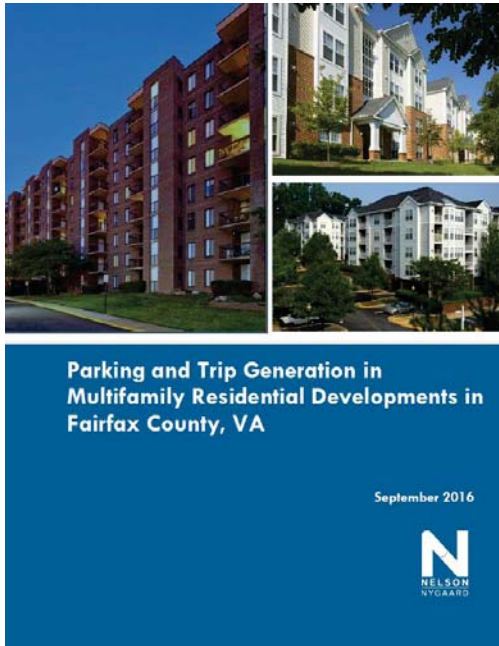
New Planning Tools

- Developed a new method for jurisdiction to visualize, collect, or evaluate data
- Arlington County Bicycle Mapping, Fairfax County Travel Monitoring



Source: Low Stress Bicycle Network Mapping (Arlington County)

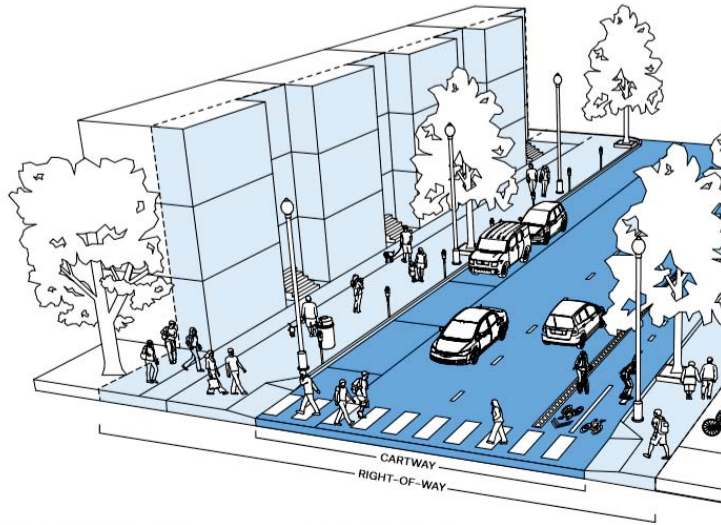
Contribution to Policy Change



New Employees and Committees

- TLC projects contributed to larger jurisdiction efforts to formalize specific focus areas and projects
 - **Greenbelt Senior Mobility and Accessibility Study** highlighted the need for a Part-Time Mobility Manager
 - **Takoma Park: Smart Solutions for Growing Activity Center** will be considered by City's new *Parking Management Task Force*
 - **Prince George's County Central Avenue Connector Trail** has progressed significantly and is now hiring a full-time project manager

Defining public space in the District



Public Right-of-Way (ROW) refers to the surface, the air space above the surface, and below the surface of any public street, bridge, tunnel, highway, lane, path, alley, sidewalk, or boulevard. The ROW is maintained by DDOT and remains the most valuable public asset of the city.

Cartway and Roadway refers to the space between curbs reserved primarily for transportation purposes (e.g., motorized vehicles and bikes).

Ongoing Conversations and Summits

- Increase regional awareness through publications or events
- DC Public Space Activation, Montgomery County Bicycle and Pedestrian Education, Arlington County Bicycle Mapping



Suggested Changes for TLC

- Preference for Previous TLC Projects
- Expanding Program to fund Capital Improvements
- Creation of a Best Practices Resource for Implementation



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Photo Credits

- Slide 8: BRT Station Prototype Design (ZGF/MCDOT)
- Slide 11 (Left): COG
- Slide 11 (Right): Fairfax County Zoning Ordinance
- Slide 13: Defining public space (Gensler/DC OP)

