



National Capital Region Transportation Planning Board

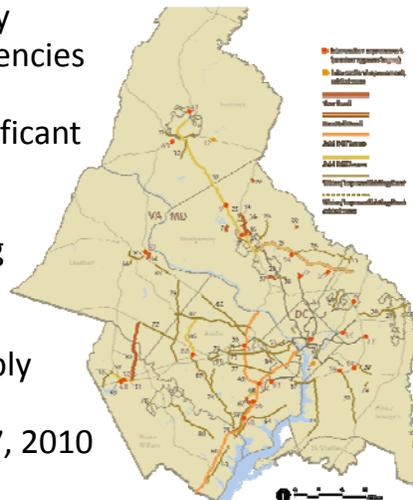
Proposed Significant Changes to the Region's Long-Range Transportation Plan

Item #2
April 28, 2011



The Financially-Constrained Long-Range Transportation Plan (CLRPP)

- Developed cooperatively by government bodies and agencies represented on the TPB
- Contains all regionally significant transportation projects and programs
- Over 750 projects including highway and transit
- 2040 Horizon
- Funding must be “reasonably expected to be available”
- Last Updated November 17, 2010





Significant Additions and Changes to the 2011 CLRP

1. H Street, NW
Peak Period Bus-Only Lane
2. CRYSTAL CITY – POTOMAC YARD
STREETCAR
3. I-395/I-95 HOV AND HOT LANES
PROJECT LIMIT CHANGES
4. I-395 HOV LANES REVERSIBLE RAMP
FROM/TO SEMINARY ROAD
5. WIDENING OF US 1
PROJECT LIMIT CHANGE
6. WIDEN I-66
GENERAL PURPOSE AND HOV LANES



3



1. H Street, NW Peak Period Bus-Only Lanes from 17th St. to New York Ave.

H Street NW is one-way, running eastbound between 17th Street and New York Avenue. Parking restrictions are in effect on both sides of the street during morning (7:00 – 9:30 a.m.) and evening (4:00 – 6:30 p.m.) peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods.



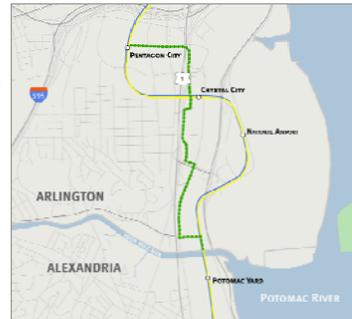
Complete: 2012
 Length: 0.5 mile
 Cost: \$250,000
 Funding: Local

4



2. Crystal City – Potomac Yard Streetcar in Arlington County

This project will construct and operate a streetcar system that runs parallel to US 1 (Jefferson Davis Highway) from the Pentagon City Metro station to Four Mile Run at the city limit of Alexandria. The CLRP currently includes an exclusive bus transitway project along most of the same route that is scheduled to open in 2013. The streetcar system will replace the bus service in 2018.



Complete: 2018
Length: 2.25 miles
Cost: \$160 million
Funding: Federal, state and local

5



3. I-395/I-95 HOV and HOT Lanes from 2 miles north of I-495 to VA 610

This project is currently included in the CLRP as a system of High-Occupancy Toll, or HOT lanes between Eads Street in Arlington County and VA 610 (Garrisonville Road) in Stafford County. HOT lanes will be available to HOV-3, transit and emergency response vehicles free of charge. Other vehicles may use the facility by paying an electronic toll. Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions. VDOT is proposing to reconfigure the project, including the elimination of the implementation of HOT lanes on I-395 inside the Capital Beltway. The changes are summarized on the next slide.

Complete: 2015
Length: 27 miles
Cost: \$1.01 billion
Funding: Federal, state, local and private

6



3. I-395/I-95 HOV and HOT Lanes from 2 miles north of I-495 to VA 610

Map Index	Current CLRP Project Includes	VDOT Proposed Change to Current CLRP Project	Description of Proposed Configuration
a	3 HOT Lanes	2 HOV Lanes	Eliminate implementation of HOT lanes on I-395 inside the Capital Beltway
b	3 HOT Lanes	3 HOT Lanes (no change)	Widen existing HOV facility from 2 to 3 lanes on I-395 from I-495 to approximately 2 miles north, near Turkeycock Run and maintain as HOV lanes
c	3 HOT Lanes	2 HOT Lanes	Widen existing HOV facility from 2 to 3 lanes on I-95 from I-495 to Prince William Pkwy, convert to HOT lanes
d	2 HOT Lanes	2 HOT Lanes (no change)	Convert existing 2-lane HOV facility from Prince William Pkwy to VA 234 to HOT lanes
e	2 HOT Lanes	2 HOT Lanes (no change)	Construct 2 new HOT lanes from VA 234 to VA 610
f	2 HOT Lanes	2 HOT Lanes (no change)	Two HOT lanes will continue 10 miles south to VA 17/US 1 Massaponax exit in Spotsylvania County.

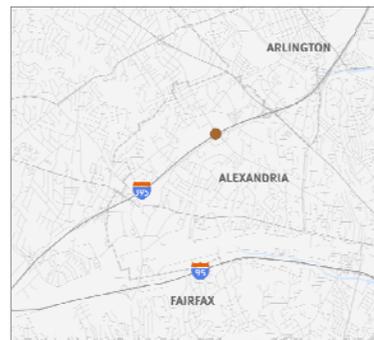


7



4. I-395 HOV Lanes Reversible Ramp from/to Seminary Road

VDOT is proposing to construct a new reversible on/off ramp that connects Seminary Road and the I-395 HOV lanes to and from the south. This project adds HOV and transit access to accommodate the expected increase in travel generated by Department of Defense employees at the nearby Mark Center.



Complete: 2015
 Cost: \$80 million
 Funding: Federal and state

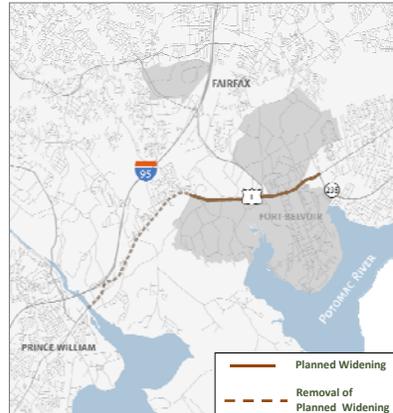
8



5. Widening of US 1 from VA 235 South to VA 611

This project is currently included in the CLRP as a widening of US 1 (Richmond Highway) from 4 to 6 lanes from VA 235 South (Mt. Vernon Memorial Highway) to the Occoquan River/Prince William County Line. VDOT is proposing to remove approximately 4 miles of widening from the southern end of the project and change the southern limit to VA 611 (Telegraph Road).

Complete: 2020
 Length: 3.5 miles
 Funding: Federal and state



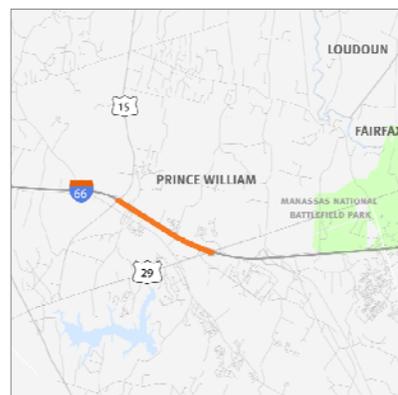
9



6. Widen I-66 General Purpose/HOV Lanes from US 15 to US 29 (near Gainesville)

This project is currently included in the CLRP as a widening to construct HOV Lanes on I-66 between US 15 (James Madison Highway) and US 29 (Lee Highway) in Gainesville. VDOT is proposing to also add an additional general purpose lane in each direction to I-66 within the same limits. The completion date of the project is advancing from 2020 to 2018.

Complete: 2018
 Length: 2.5 miles
 Cost: \$132 million
 Funding: Federal



10



Schedule for the 2011 CLRP

- ◉ October 13 – November 13: Public Comment Period on Draft CLRP and Conformity Analysis
- ◉ November 16: TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP and Conformity Assessment for Adoption



Washington Metropolitan Area Transit Authority

Regional Transit System Plan

Presentation to the
Access for All Advisory Committee
April 28, 2011



Regional Transit System Plan

Regional Transit System Plan (RTSP)

Project Objective

- **Develop a 30+ year vision for a sustainable, integrated, multimodal, regional transit network comprised of:**
 - Local Bus and Circulators
 - Express Bus
 - Bus Rapid Transit
 - Light Rail / Streetcar
 - Metrorail
 - Commuter Rail



2



Regional Transit System Plan

Key Long Range Issues to Address



- Core Capacity**
 - Increasing current transit capacity to the core to meet current and projected future demand and promote continued employment growth
- System Access**
 - Improving current station access for pedestrians, cyclists, bus and automobile operators
- Surface Transit Corridors**
 - Providing priority for surface transit corridors including express bus on HOV, rapid bus on arterials, light rail, commuter rail, and streetcar projects
- New and Emerging Markets**
 - Identifying, connecting, and improving transit access to regional activity centers


3

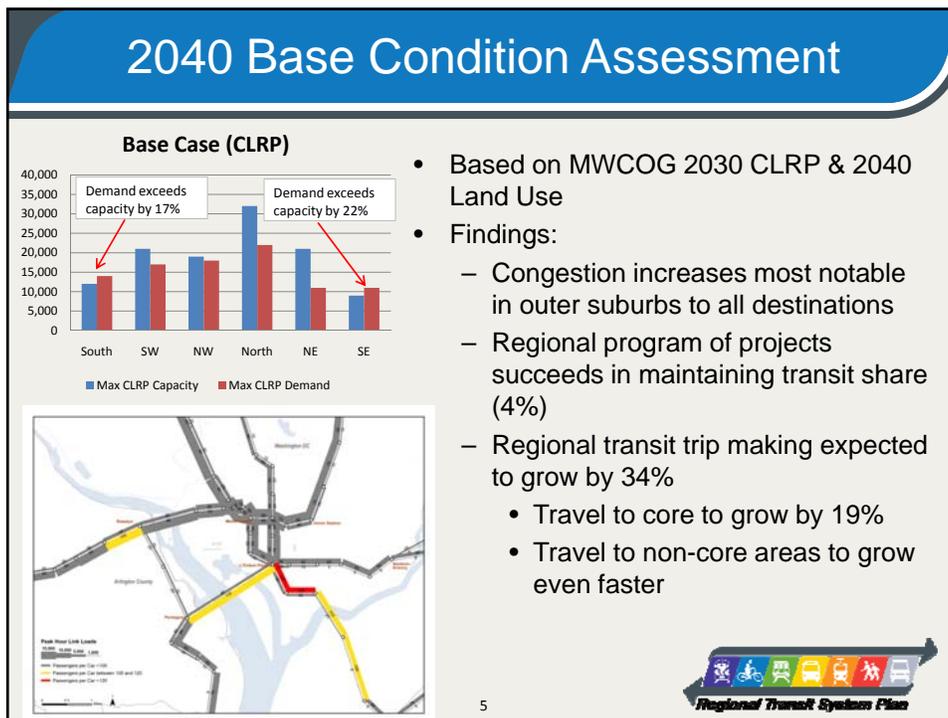

Regional Growth Trends

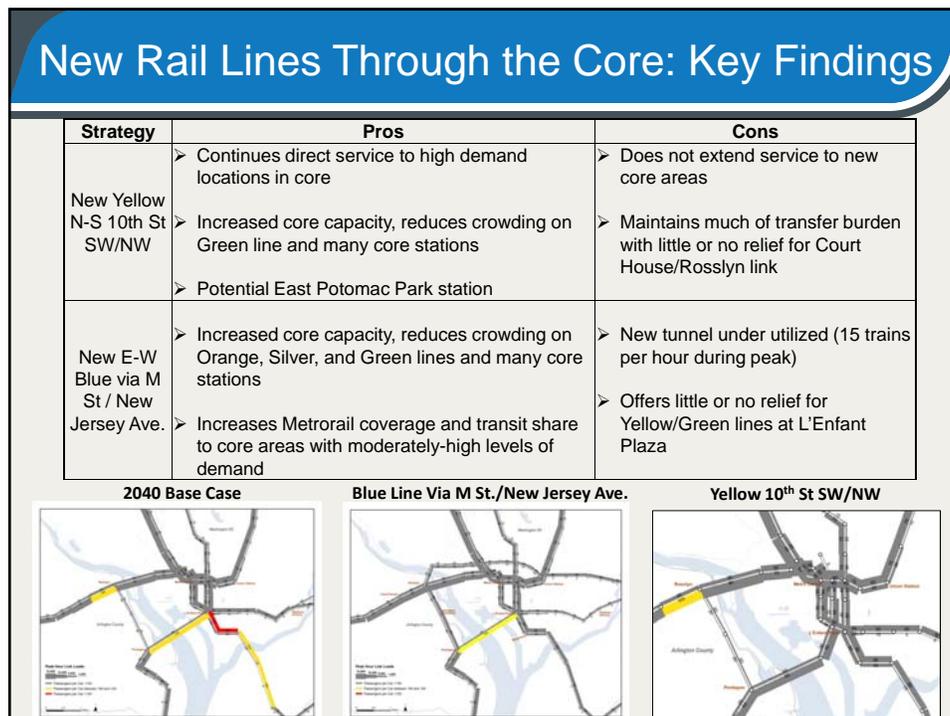
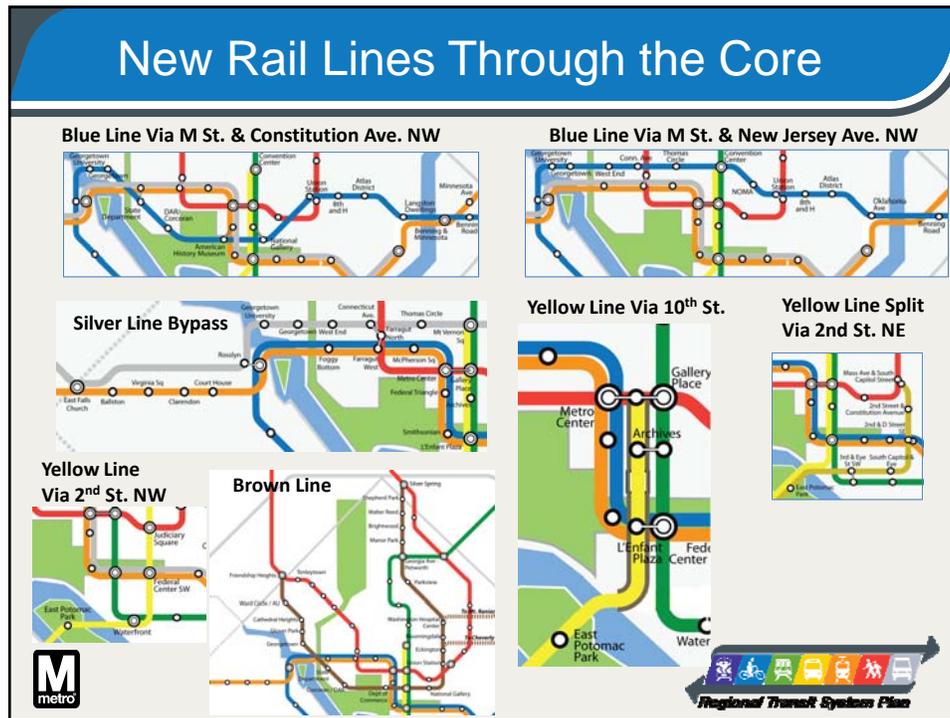
- 2010 to 2040 regional growth:
 - 31% population growth
 - 35% household growth
 - 39% employment growth
- Different growth rates across region have implications for transportation
 - Traditional commute to core growing at modest rate - direct impact on core capacity issues
 - Suburban-to-suburban trips represent a key growth market

Jurisdiction	Population Growth (percent of total)	Employment Growth (percent of total)
Core (DC/ArI CBD)	2%	5%
Central Jurisdictions Outside Core	10%	14%
Inner Suburbs	29%	38%
Outer Suburbs	59%	43%

Markets	2008 to 2040	
	Growth in Weekday Home-Based Work Trips	Percent
Traditional Commute to Core	86,000	12%
Commute to Central Juris.	153,000	41%
Reverse Commute	62,000	35%
Central Circulation	76,000	39%
Suburb-Suburb	1,236,000	45%


4

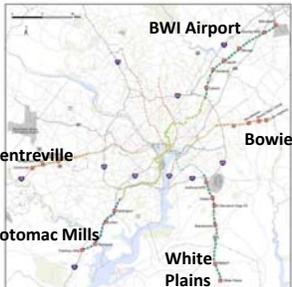





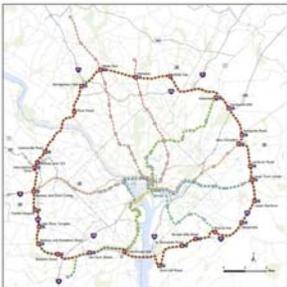
Rail Extensions & New Connections

- Metrorail extensions to new markets/activity centers

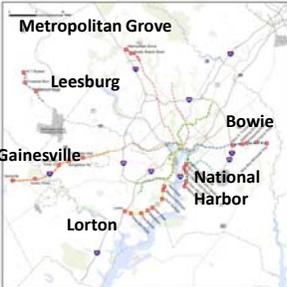
Extension A



Beltway Line



Extension B




9


Rail Extensions: Key Findings

Strategy	Pros	Cons
Metro Extensions Run A	<ul style="list-style-type: none"> ➢ Metro Extensions to outer suburbs results in 50,000 new transit trips and 73,000 new Metrorail boardings ➢ Addition of new Metrorail parking at new stations results in parking capacity relief at many existing Metrorail park-and-ride lots 	<ul style="list-style-type: none"> ➢ Severe impact on Metrorail core capacity: <ul style="list-style-type: none"> ○ Peak hour loads as high as 155 passengers per car on Green Line ○ Peak hour loads on Blue Line to Rosslyn as high as 125 passengers per car
Metro Extensions Run B	<ul style="list-style-type: none"> ➢ Metro Extensions to outer suburbs results in 36,000 new transit trips and 44,000 new Metrorail boardings ➢ Addition of new Metrorail parking at new stations results in parking capacity relief at many existing Metrorail park-and-ride lots 	<ul style="list-style-type: none"> ➢ Severe impact on Metrorail core capacity: <ul style="list-style-type: none"> ○ Peak hour loads as high as 130 passengers per car on Green Line ○ Higher peak loads on Orange Line between Clarendon and Rosslyn

2040 Base Case



Extension A



Extension B



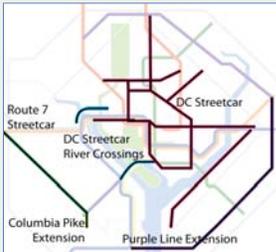

10


Surface Transit Strategies

- Enhanced surface transit options
 - Priority Corridor Network
- New surface transit connections
 - LRT, Streetcar, Commuter Rail Services








11


Surface Transit: Key Findings

- Enhanced PCN
 - Improves transit coverage and access to regional activity centers resulting in improved transit share and access to jobs
- Enhanced Commuter Rail
 - Modest demand for new reverse peak/outbound service
- Streetcar Network
 - Limited relief to crowding on Green line, modest relief to core capacity on other lines
- Light Rail Expansions
 - Relieves congestion on Green line, but worsens peak crowding on Yellow line

Summary of Weekday Transit Boardings by Mode: 2040

	2040 Base Case	PCN	PCN+	Streetcar Network	LRT Expansion
Metrorail (Fare gate to fare gate)	1,054,000	1,039,000	1,027,000	1,029,000	1,058,000
Commuter Rail	51,000	49,000	60,000	51,000	52,000
Light Rail	37,000	27,000	28,000	37,000	93,000
Streetcar/BRT/Rapid Bus	29,000	244,000	345,000	215,000	19,000
Metrobus	554,000	450,000	414,000	449,000	544,000
Other Bus	193,000	181,000	159,000	190,000	187,000
Total Transit Boardings	1,918,000	1,990,000	2,033,000	1,971,000	1,953,000
% Growth vs. 2040 Max CLRP		3.8%	6.0%	2.8%	1.8%



Improved Walk Access Strategy

Examples of Good and Poor Walkability

Good Poor

Walkability Improvements

- Improving pedestrian networks near stations and promoting new development with small walkable blocks could significantly expand system access and ridership

PEF - Base Case

PEF - Improved Walkability

13

Improved Walk Access Strategy: Key Findings

Summary of Weekday Transit Linked Trips:2040

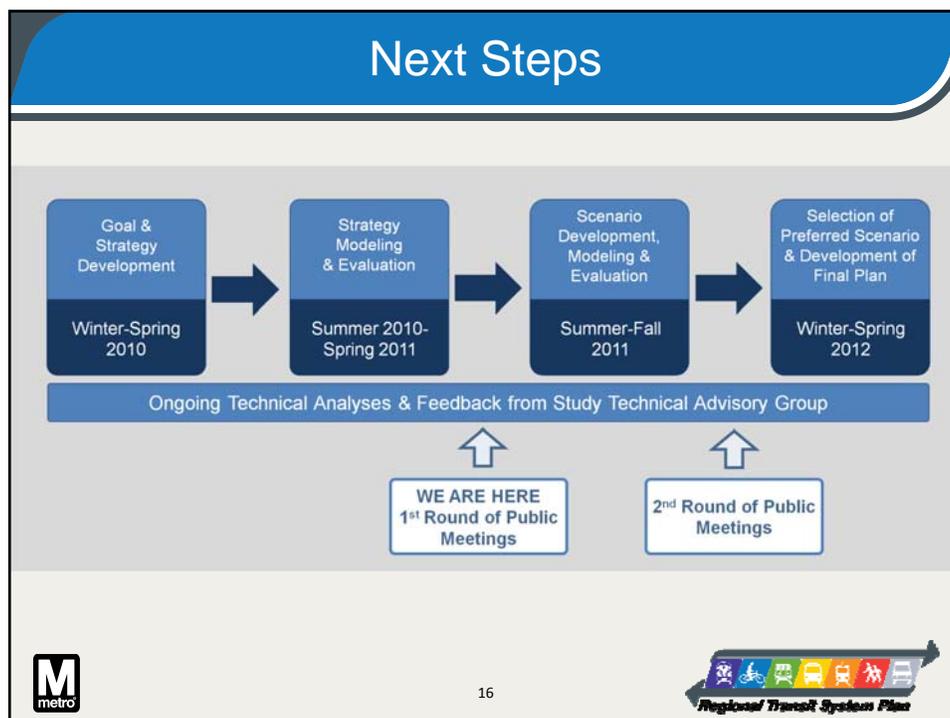
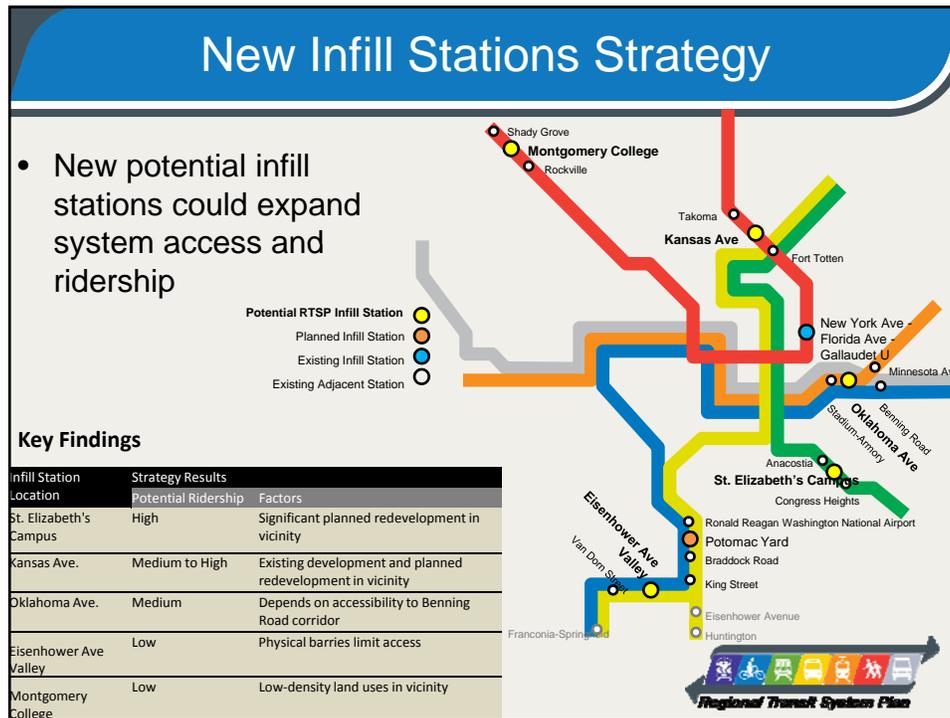
		2040 Base (CLRP)	Improved Walkability
Attraction Location	Core (DC/Ani CBD)	754,000	766,000
	Central Jurisdictions Outside Core	322,000	361,000
	Inner Suburbs	277,000	360,000
	Outer Suburbs	4,000	4,000
	Region-wide	1,357,000	1,491,000
Percent growth vs. 2040 Max CLRP		-----	9.9%

Strategy	Pros	Cons
Improved Walkability	<ul style="list-style-type: none"> ➢ Total transit trips increase by 9.9% vs. Max CLRP ➢ Reduces parking overflow by reducing short drive access to rail trips ➢ Increased utilization of reverse peak direction Metrorail capacity 	<ul style="list-style-type: none"> ➢ Higher peak loads on Metrorail due to improved transit access/egress

2040 Base Case

Improved Walkability

14



Public Engagement Strategy

- **How will we engage the public?**
 - Jurisdictional Briefings
 - Metro's staff briefs jurisdictional representative upon request by TAG members
 - Metro-hosted Workshops
 - Two rounds of two workshops in each jurisdiction
 - Working with TAG members and CIVR to determine locations
 - Metro will provide media notification & inform local representatives
- **What will be discussed at the Workshops?**
 - RTSP Purpose/People/Process/Product
 - Participant Break-out & Planning Team Exercises
 - Planning Team Presentations
 - RTSP Next Steps
 - Open House/Project Board Review






17



How You Can Stay Informed

<http://planitmetro.com>



THANK YOU!

Danielle Wesolek
 Transportation Analyst
 Office of Long Range Planning
 WMATA
 E-mail: dwesolek@wmata.com
 202-962-1214



18

