

TPB SCENARIO STUDY

Overview of **CLRP Aspirations** Development and Analytical Framework

Monica Bansal
Department of Transportation Planning

Presentation to the Travel Management Subcommittee

November 24, 2009

The Two New Scenarios

CLRP Aspirations

Draws on past studies and public outreach to provide an ambitious yet attainable vision of land use and transportation for the 2010 CLRP update and to eventually serve as an unconstrained long range plan.

What Would it Take?

Starts with COG regional CO₂ goals and assesses what scales and combinations of interventions will be necessary to achieve the goal for the transportation sector.

The Starting Point

Baseline

1. Round 7.2 Cooperative Forecast
2. 2008 CLRP

RMAS Land Use/Transportation Scenarios

1. More Households Scenario
2. Households In Scenario
3. Jobs Out Scenario
4. Region Undivided Scenario
5. Transit-Oriented Development Scenario

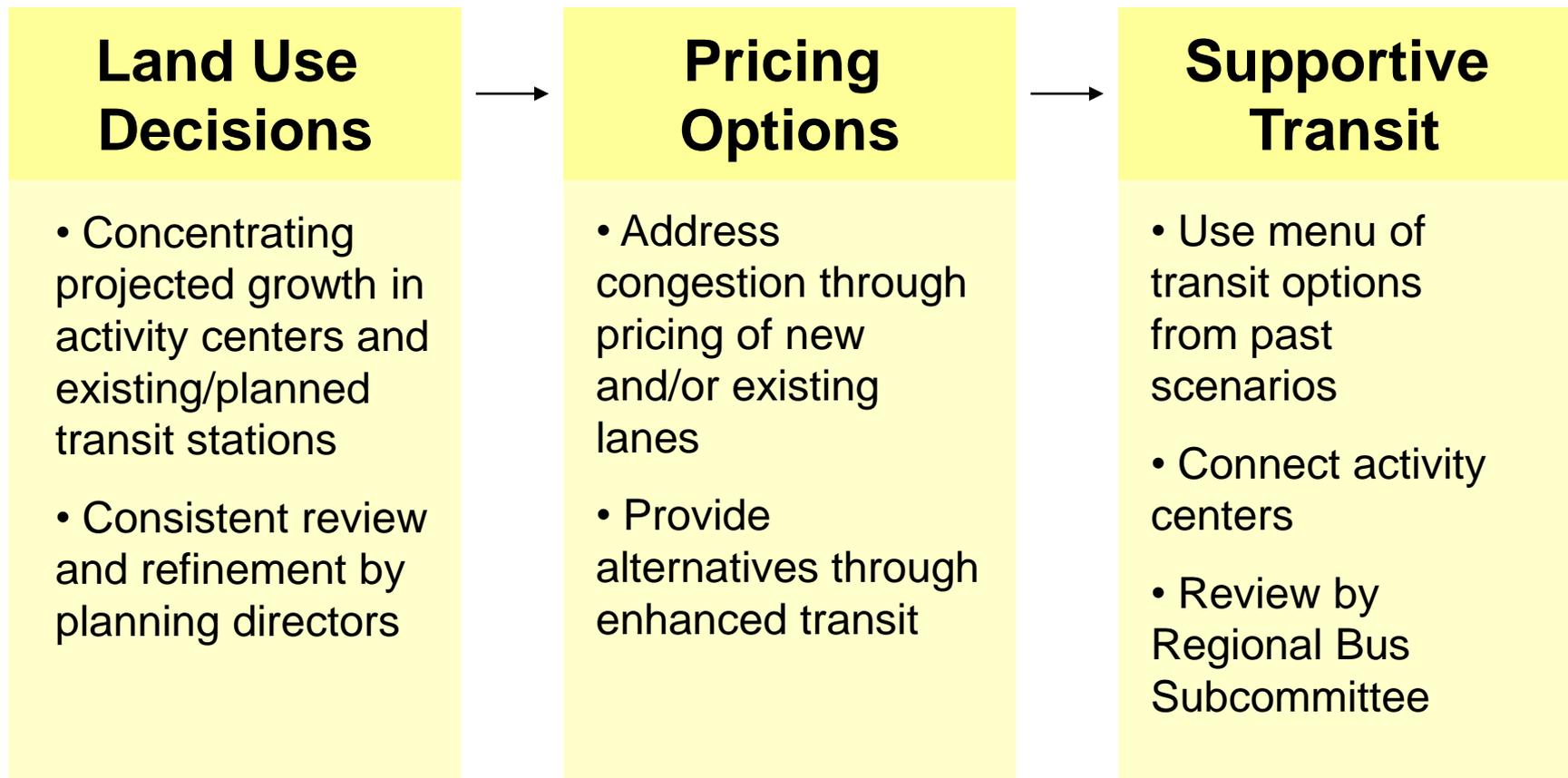
Value Pricing Scenarios

1. “DC and Parkways Restrained”

Public Outreach/Feedback on Previous Scenarios

Building the Scenario

Goal: To move jobs and housing closer together to create highly accessible and developed areas, and achieve more efficient transportation systems



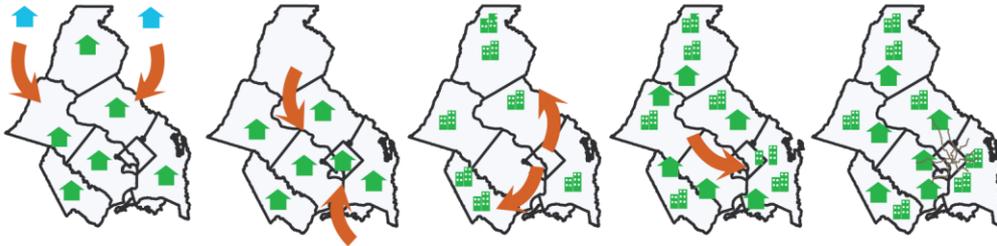
Scenario Criteria

“Within Reach”

1. Land use shifts should be *within reach* for inclusion in the COG Cooperative Forecast
2. Transportation projects should be financially *within reach* through tax revenues, developer contributions, or pricing.

Principles Guiding the Scenario, RMAS and the TPB Vision

1. RMAS: Moving Jobs and Housing Closer Together



What Ifs

2. The TPB Vision

“Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment”

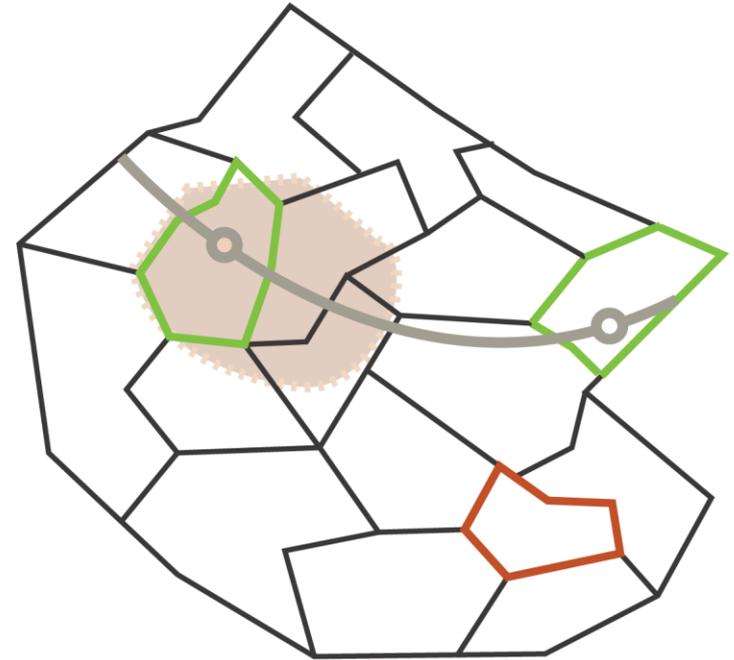
“A web of multi-modal transportation connections which provide convenient access”

“A user-friendly, seamless system”

“Reduction of per capita VMT ”

Goals

3. Strategic Land Use Growth Shifts



 Receiving Zones

 Donor Zones

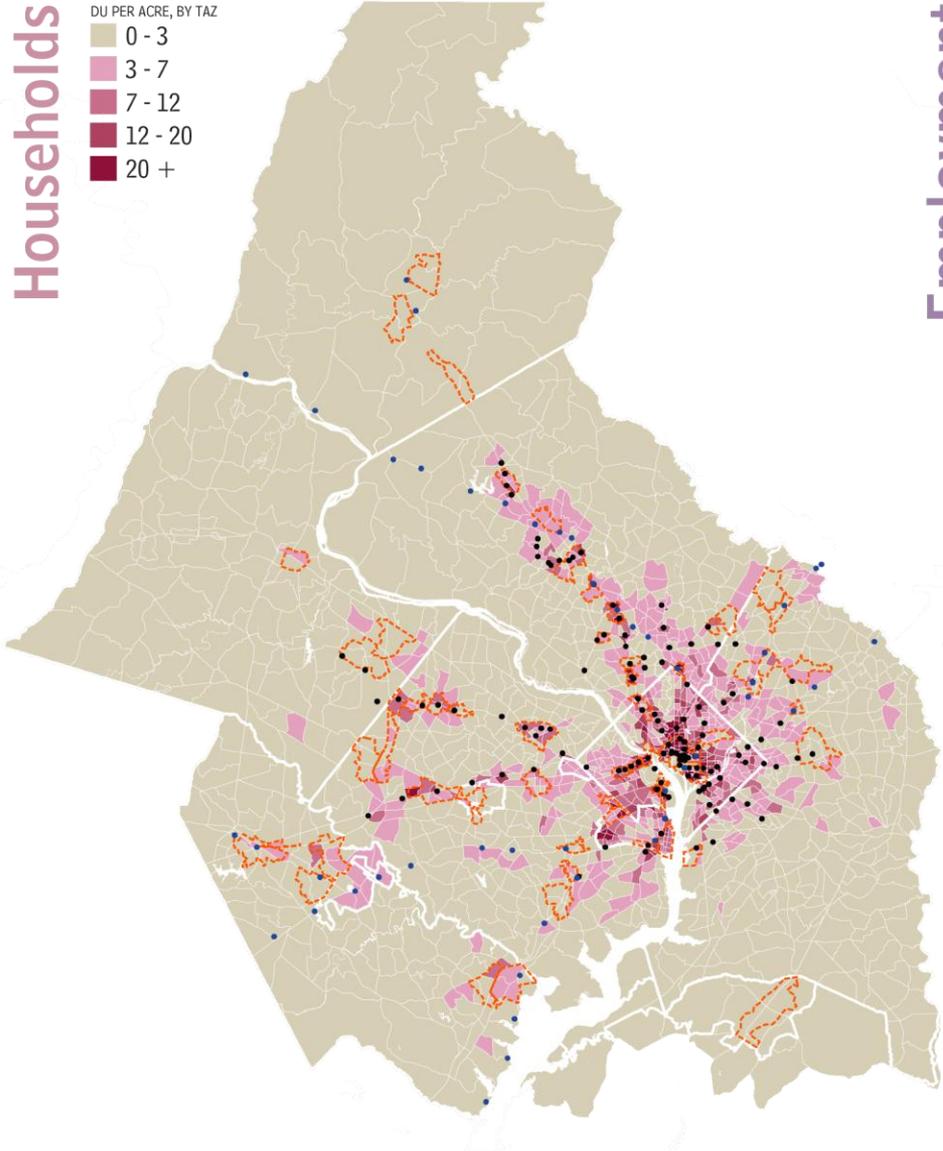
 Transit Station

 Activity Center

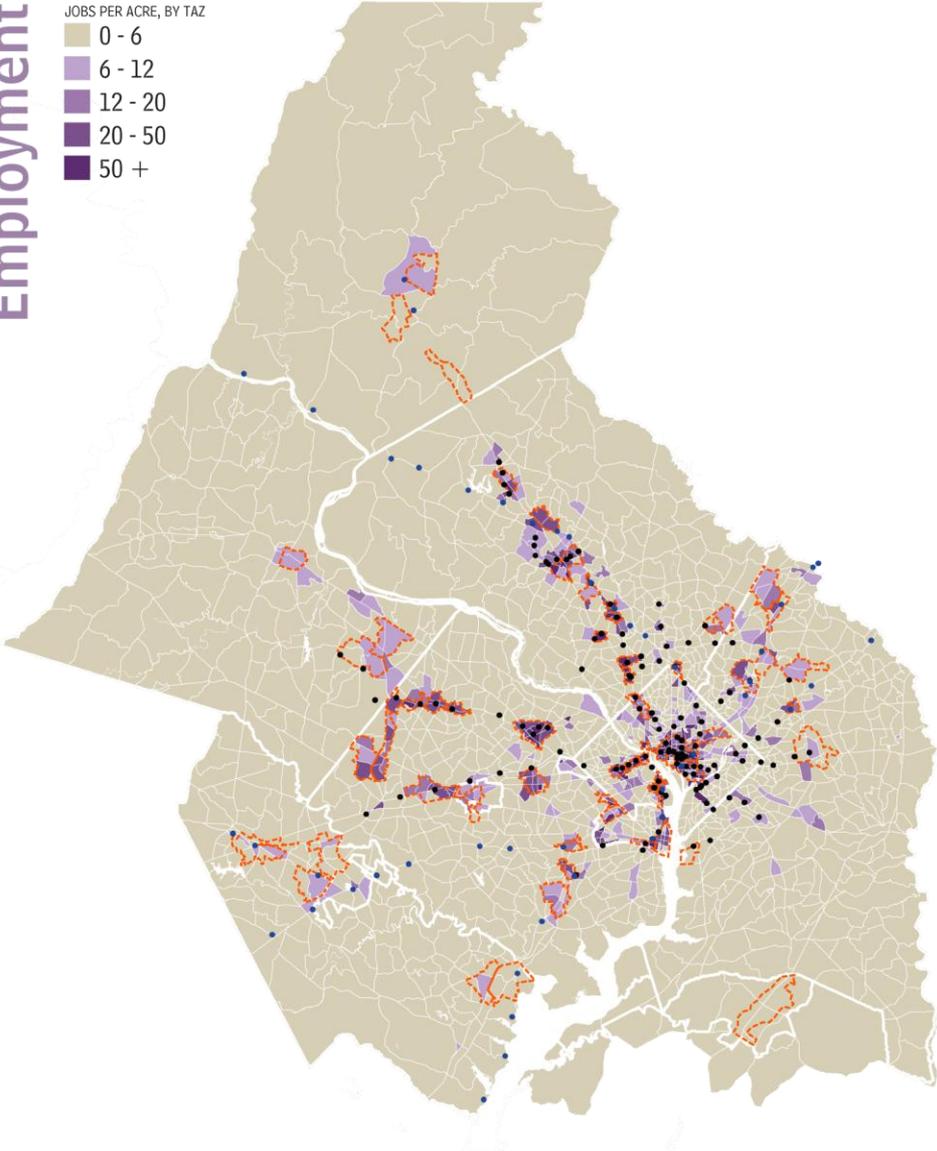
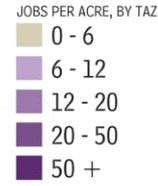
How To

2030 Forecast Density by TAZ

Households



Employment



Goals and “Rules” for Land Use Shifts

Transit Supportive Density

High enough densities in activity centers to support different levels of mass transit

Walkable Density

Regional Models

Rosslyn-Ballston Corridor
Old Town Alexandria

Mixed Use

Jobs/Housing balance for the region, jurisdictions and activity centers

Move Only New Growth

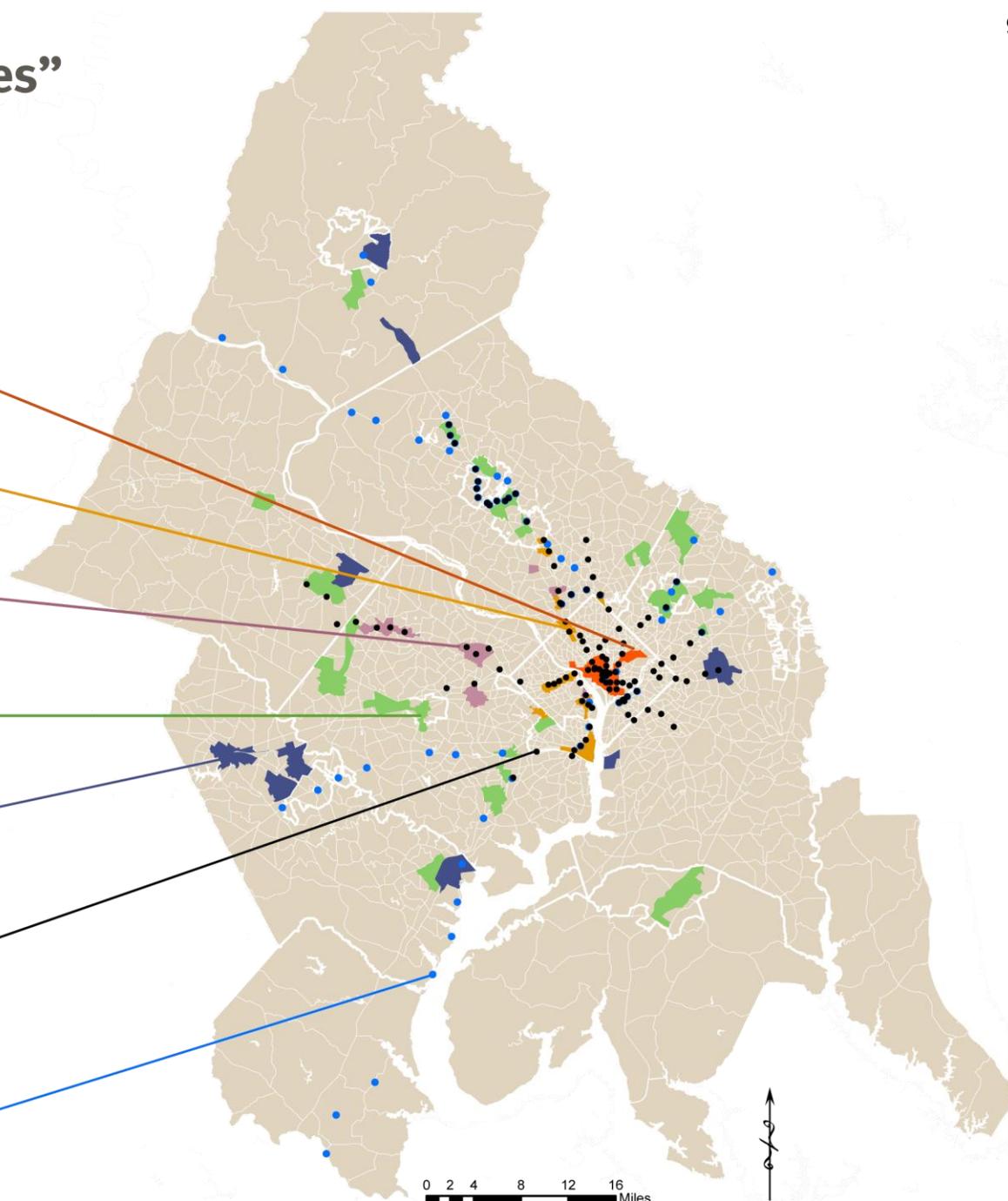
Shifts from **2015-2030**

Existing Character and Planned Development

Varying land use goals

7 Types of “Receiving Zones” (Goals for 2030)

- 1.** DC Core
 20 du/acre
 3 jobs/household
- 2.** Mixed Use Center
 10 du/acre
 2 jobs/household
- 3.** Employment Center
 8 du/acre
 2 jobs/household
- 4.** Suburban Employment Center
 6 du/acre
 2 jobs/household
- 5.** Emerging Employment Center
 3 du/acre
 1.6 jobs/household
- 6.** Metrorail or Transitway Station
 (not in Activity Center)
 7 du/acre
 1.6 jobs/household
- 7.** Commuter Rail Station
 (not in Activity Center)
 3 du/acre 1/2 mile around station
 1.6 jobs/household



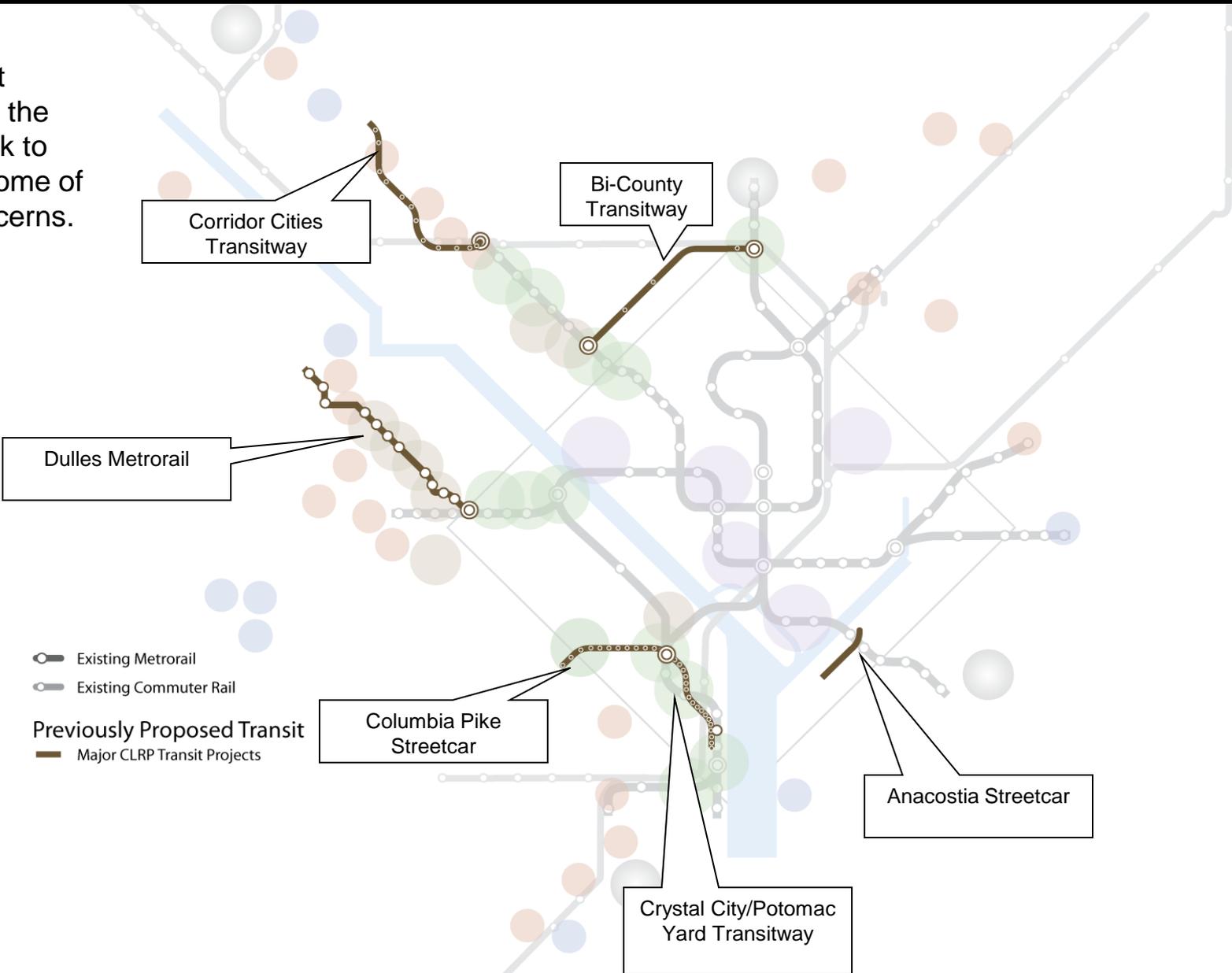
Existing System

Existing system of activity centers and high quality transit shows mismatch. Many transit stations without activity and many activity centers without high-quality transit.



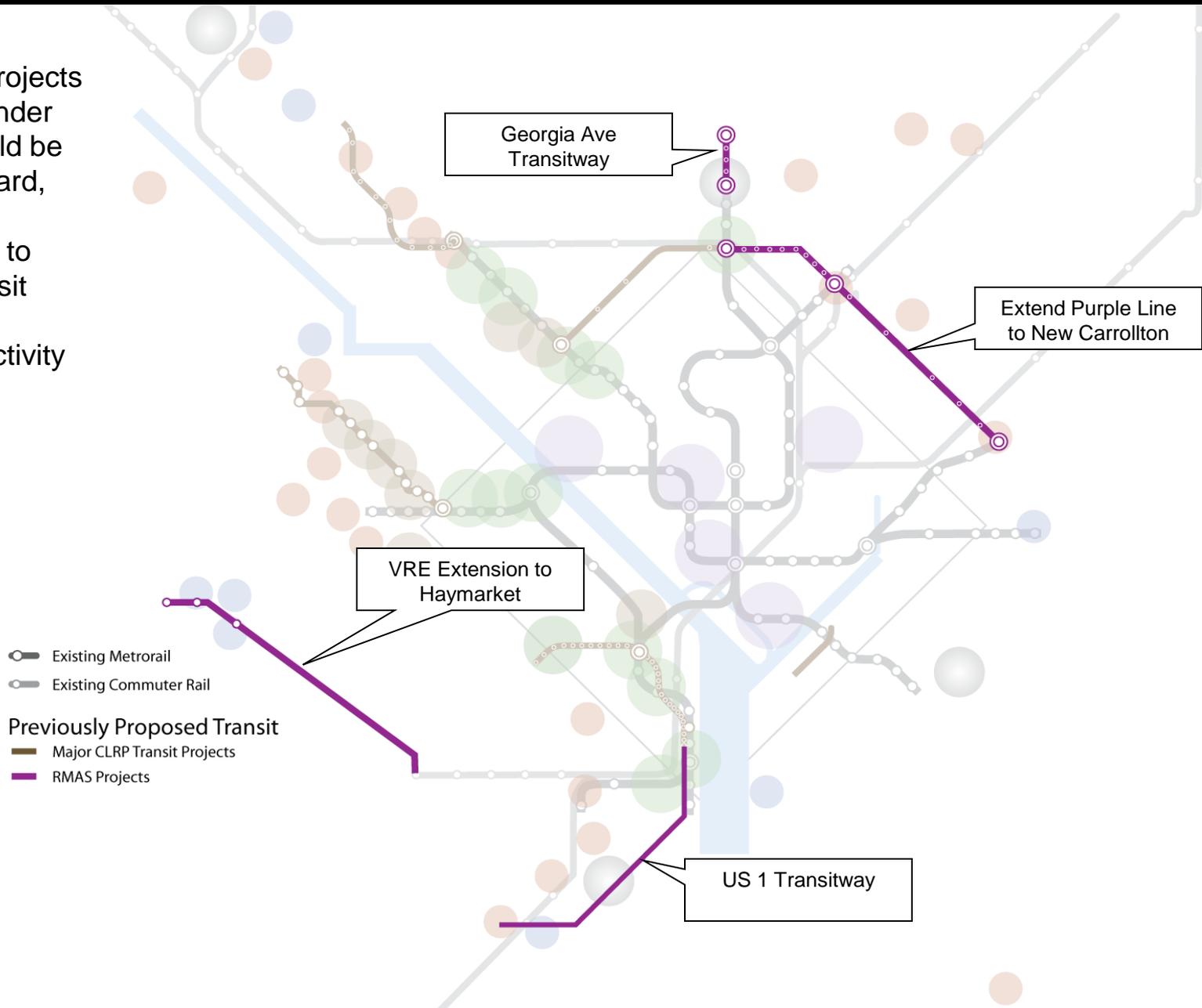
CLRP Projects

The transit projects in the CLRP work to address some of these concerns.



Recommended RMAS Projects

Additional projects evaluated under RMAS should be carried forward, with minor modification to provide transit service to additional activity centers.



Studied Network of Variably Priced Lanes

A value pricing study completed by the TPB in February of 2008 evaluated a regional network of variably priced lanes, made up of new capacity and selected existing facilities.



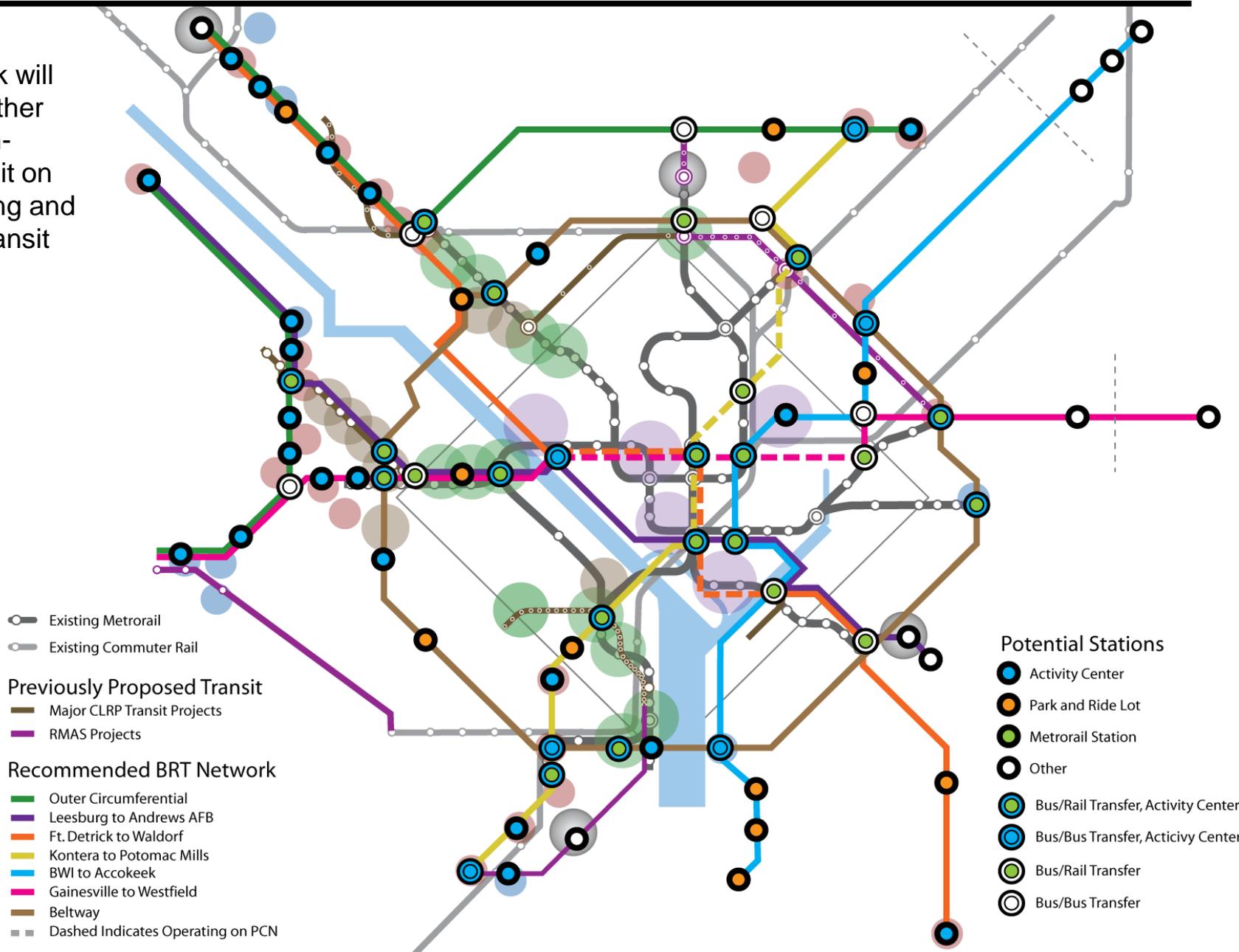
BRT Network Recommended for Scenario Study

A regional network of BRT operating mostly on the priced lanes will provide high-quality transit service to nearly all activity centers in the region.



Full Scenario Transit Network

This network will provide another layer of high-quality transit on top of existing and proposed transit services.



BRT to Provide Rail-Like Level of Service



*The Shirlington Transit Station in
Arlington, VA.*



Physical bus stations will provide high quality of service and encourage TOD

Partnership with Local Jurisdictions

In order to make sure the scenario was aspirational while still being “within reach”, we:

- 1.** Conducted 9 individual jurisdiction meetings with both land use and transportation planners in Alexandria, Arlington, DC, Frederick, Loudoun, Montgomery, Prince George’s, Prince William and VDOT
- 2.** Collected specific comments at the meeting and after and incorporated changes into the TAZ-level land use shifts and transit network.

Questions?