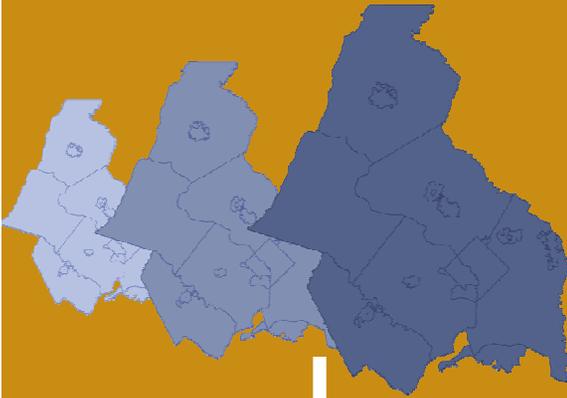


Beyond What If? The Next Phase of the TPB Scenario Study

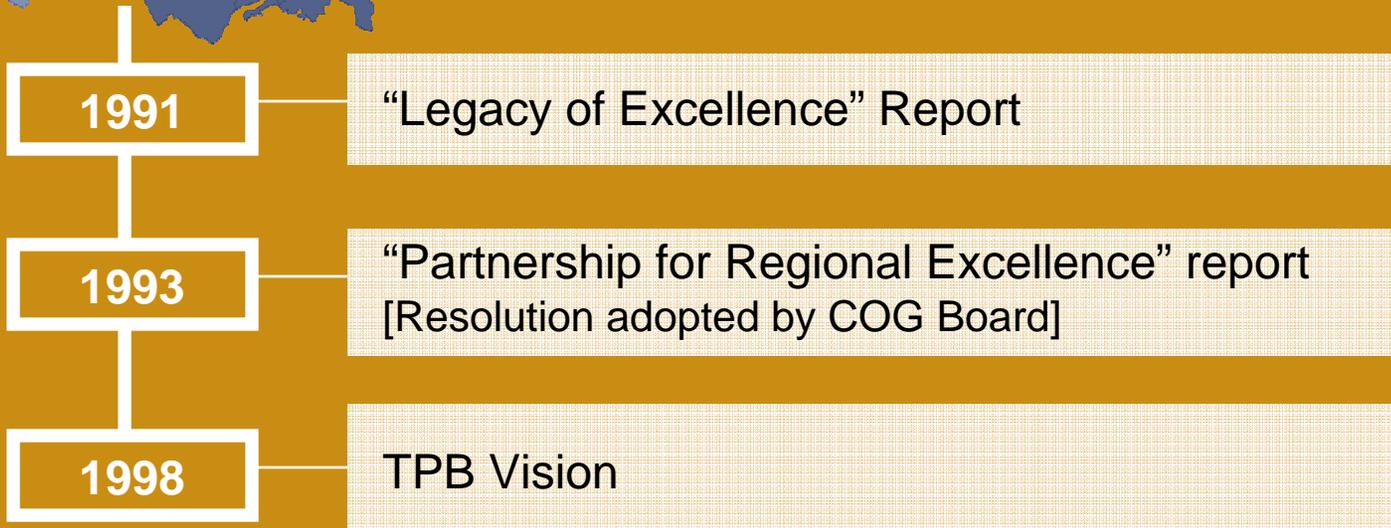
**Ronald F. Kirby
Director of Transportation Planning**

Presentation to the Greater Washington 2050 Coalition

April 25, 2008



Background



Currently: GW2050 review of regional and local visions; likely to find general consistency across goals, **but continuing challenges regarding implementation**

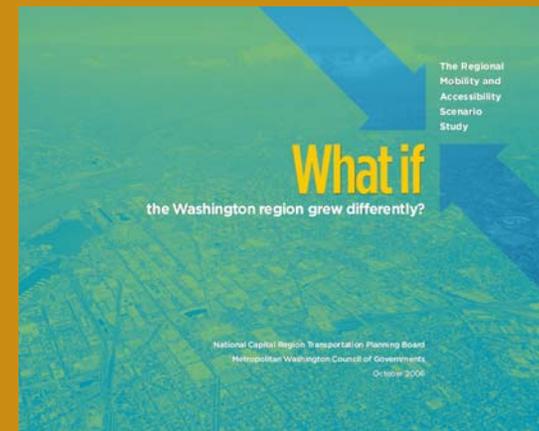


TPB Regional Mobility and Accessibility Scenario Study

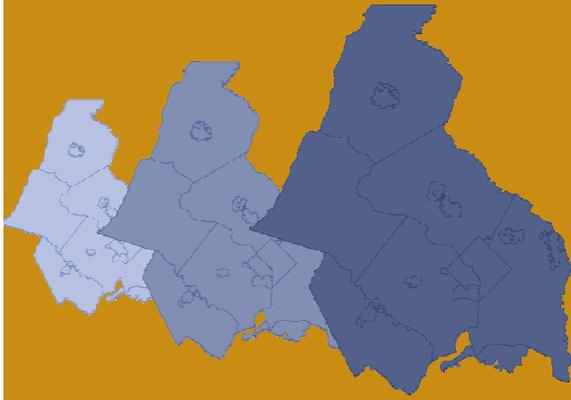
Began in 2001 with **5 transportation/land use scenarios**

Conclusion

“We can make a positive impact by locating housing and jobs closer together, approving development closer to transit stations, and expanding our network of public transit lines to support regional activity centers.”



-Michael Knapp, Montgomery County



TLC

Under Michael Knapp's leadership, TPB began a 6 month pilot of the **Transportation/Land Use Connections (TLC)** Program in January 2007

TLC now provides:

Info share

Comprehensive website on transportation/land use techniques and experience

Tech Assistance

Consultants provide up to \$20k in assistance to local jurisdictions.

Continuity

Program approved for next year with max assistance increased to \$60k

To date

22 projects initiated in 16 jurisdictions; 6 completed



Next Phase of Scenario Study

Address **public concerns**:

Density

Can we do density right?

Transit funding

Will there be adequate transit funding?

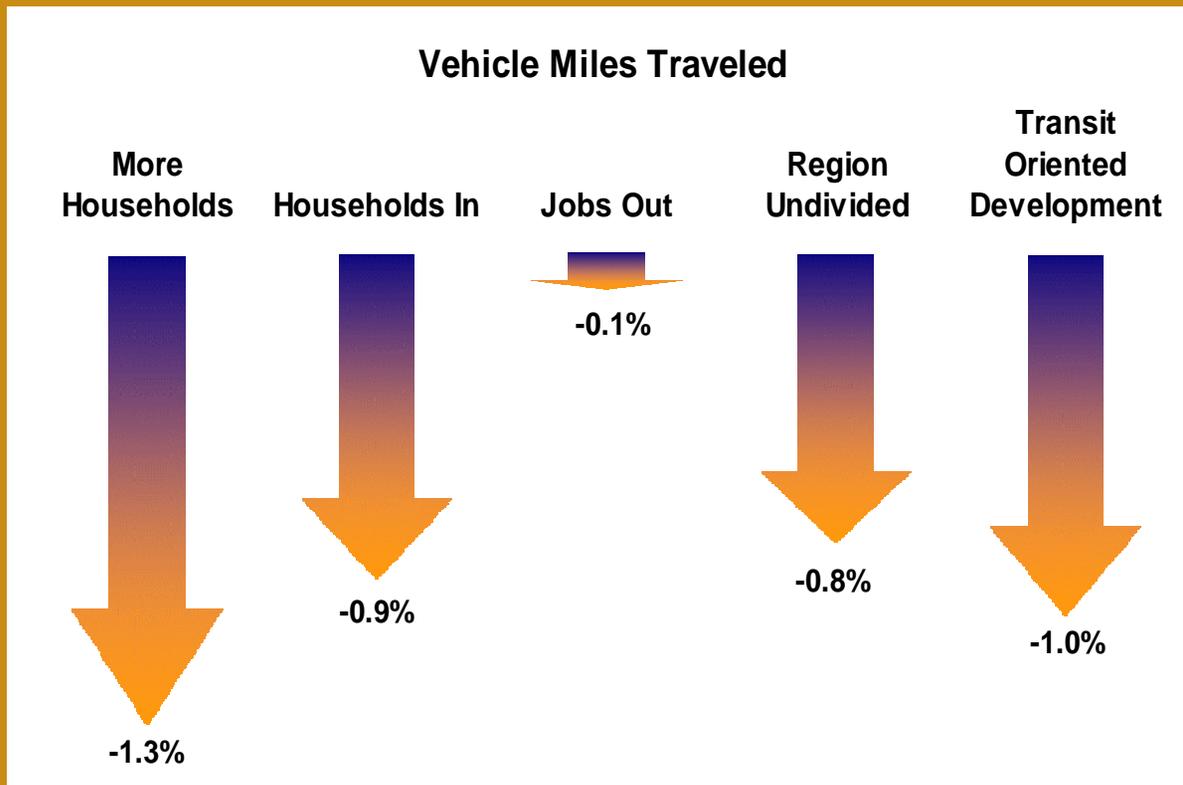
Congestion

Still too high.

Regional Impacts

Too limited

Why Only Limited Regional Impacts?



Are the strategies not effective or not aggressive enough?



Why Limited Regional Impacts?

Strategies are very **effective, where applied.**

Example 1: Local Impacts from “Households In” Scenario for 5,200 Households Shifted from Gainesville to Tysons Corner

Travel Mode	Change in Travel by Shifted Households	Total Percent Change
SOV Trips	-2,400	-34%
HOV2+ Trips	-800	-89%
Transit Trips	1,600	533%
Walk/Bike Trips	2,400	1200%
Household VMT	-180,500	-62%



Why Limited Regional Impacts?

Example 2: Local Impacts for “Households In” Scenario for 5,200 Households Shifted from Gainesville to U Street/Shaw Area

Travel Mode	Change in Travel by Shifted Households	Total Percent Change
SOV Trips	-5,500	-79%
HOV2+ Trips	-900	-100%
Transit Trips	4,000	1333%
Walk/Bike Trips	2,500	1250%
Household VMT	-223,900	-84%



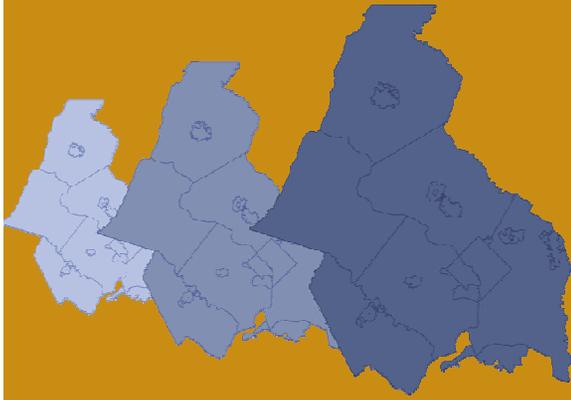
Why Limited Regional Impacts?

Limited Applicability

University of Maryland Study: 20-40% VMT reduction for each increment of compact development

In RMAS study, **only 4% moved**, hence only 1% regional impact

RMAS only looked at growth from 2010 through 2030, so another 20 years would help!



Two New Scenarios

CLRP Aspirations

Will summarize key successes of past scenarios (5 previous transportation/land use scenarios and 2 recently completed value pricing scenarios), while incorporating new sources of input. Will be looking out to the 2010 plan update with a 2040 horizon year

What Would it Take?

Starts with a CO2 goal and works to see what scales and combinations of interventions would be necessary to achieve the goal



Potential Relationships between TPB Scenarios and GW2050

Past scenario impacts limited by small amount of future growth to be shifted by 2030

2010 CLRP update will allow us to look out further

GW2050 and Climate Change Committee looking out even further

2030

2040

2050₁



Sacramento Blueprint: Looking out to 2050

Sacramento has looked out to 2050 in their visioning efforts

Housing

Change in demand for housing: less detached single-family, more attached in mixed use development

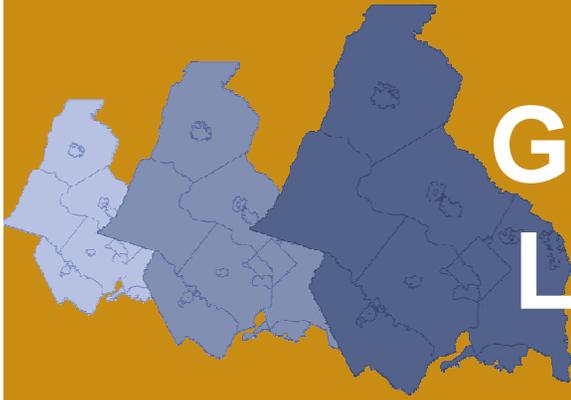
Reduce Land Consumption

Reduce new land by 50% through infill and more compact development

Transportation

Increased transit, walking and biking; and reduced VMT and CO2 emissions

Key Challenge: “A voluntary framework for future growth...not intended to be applied in a parcel-level manner”



Greater Washington: Looking out to 2050

Potential GW2050 Focus:

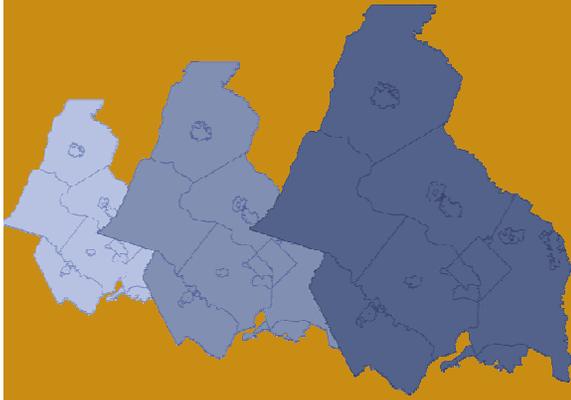
Regional Footprint

Develop baseline footprint for developed land for 2050

Analyze demographics and housing demand through 2050

Determine opportunities and strategies to reduce footprint

Results could be integrated into Scenario Study in the form of compact land use scenarios



Conclusions

The future for the Washington Region is largely about how we develop and redevelop land

Compact and transit-oriented development goals are long standing and widely shared, but strengthening the transportation/land use planning linkage in practice is the major challenge

We can:

First

Review land development and policies of last 50 years and develop “business as usual” baseline for the next 50 years

Second

Proceed with alternatives for changing the BAU case by reducing the future footprint of the region