

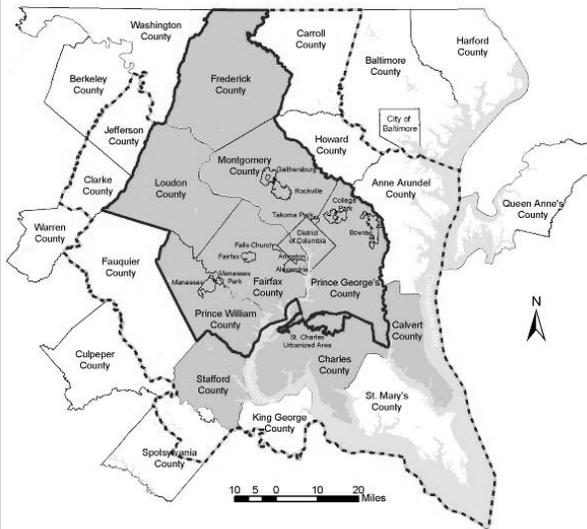
# *Strengthening the Linkages Between Transportation and Land Use Planning in the Washington Region*

**Presentation to the Transportation Planning Board**

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Director of Transportation Planning

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## TPB Planning Area



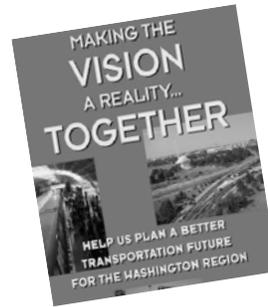
- Approximately 3,000 square miles
- MSA includes **5 million people** and **3 million jobs** in 2005
- Growth of **1.6 million people** (32 percent) and **1.2 million jobs** (40 percent) projected by 2030

TPB Planning Area    Washington, DC-MD-VA Metropolitan Statistical Area  
Modeled Area    Consolidated Metropolitan Statistical Area

# The TPB Vision

*Approved in 1998*

- A policy framework guiding the region's transportation investments in the 21st Century
- Goals Include:
  - Promoting Activity Centers
  - Increasing Transit Use
  - Reducing Driving



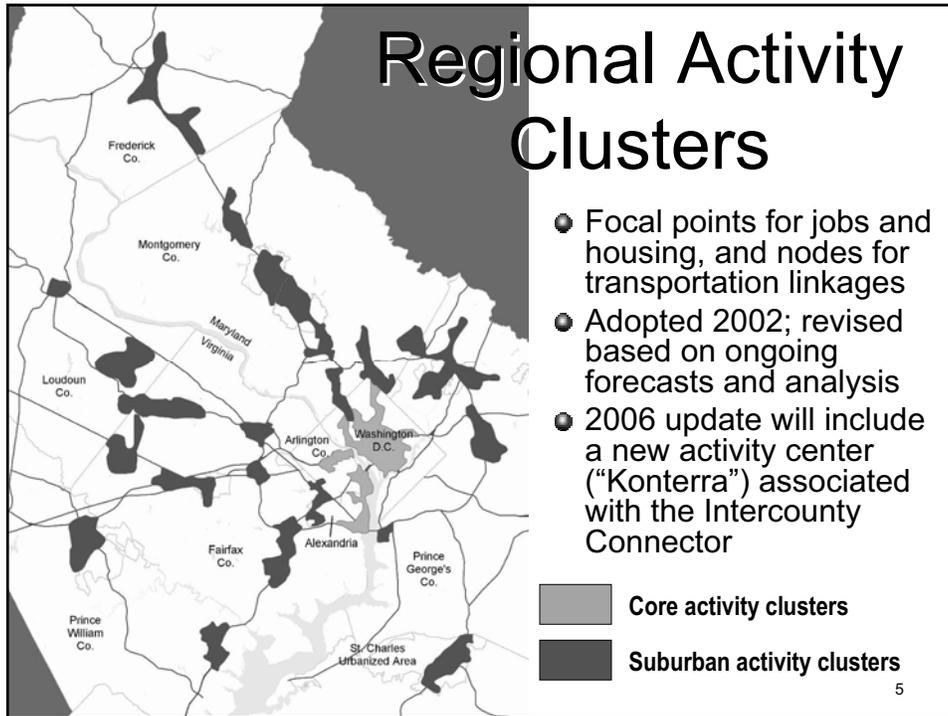
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## TPB Vision Background

- The TPB Vision is one element of ongoing COG/TPB visioning efforts
  - Legacy of Excellence (1991)
  - Partnership for Regional Excellence (1993)
  - **TPB Vision (1998)**
  - COG Regional Activity Centers (2002)
  - Update to COG Regional Activity Centers (2006)
  - Regional Mobility and Accessibility "Scenario" Study (ongoing)

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# Regional Activity Clusters



This region is already renowned for success in concentrating development in activity centers, especially those served by transit . . .

- “Metropolitan Washington D.C. is a true success story in part because shaping land use was a goal of the original transit investment. Signature Transit-Oriented Developments abound in the District of Columbia, surrounding cities, and increasingly in outlying suburbs, a result of rebounding markets for in-town housing and commercial space, unfettered market forces, and interventionist public actions.”

– 2004 Transportation Research Board report

. . . And the momentum appears to be building:

● **MetroWest (Vienna)**

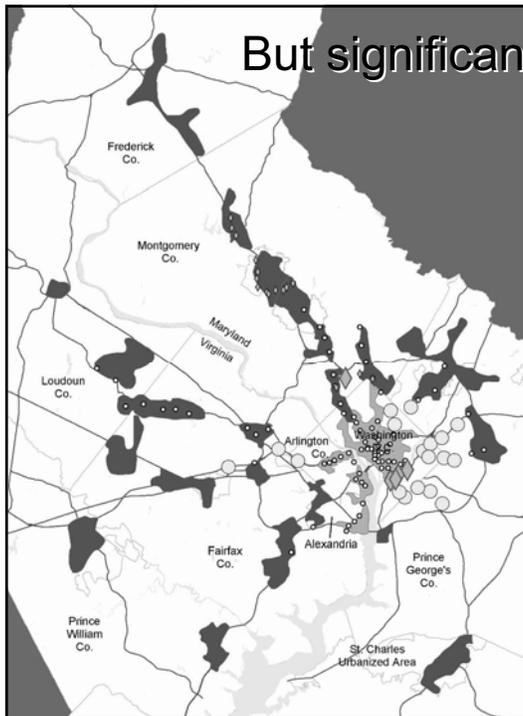
“It’s a vision that’s sweeping land-use decisions from Largo to Tysons Corner, where planners and politicians – to the chagrin of many neighbors – are accommodating the region’s demand for housing with densely packed homes on slivers of land near public transit with the goal of coaxing people from their cars.”

- *The Washington Post*,  
3/28/06



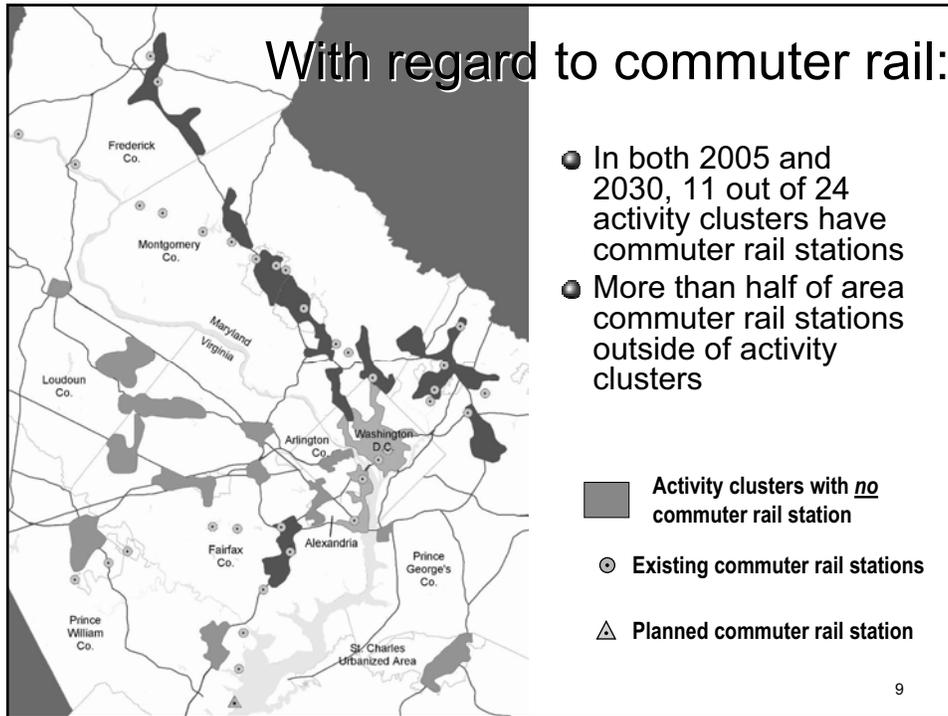
Sketch from MetroWest Concept Plan

**But significant challenges remain**

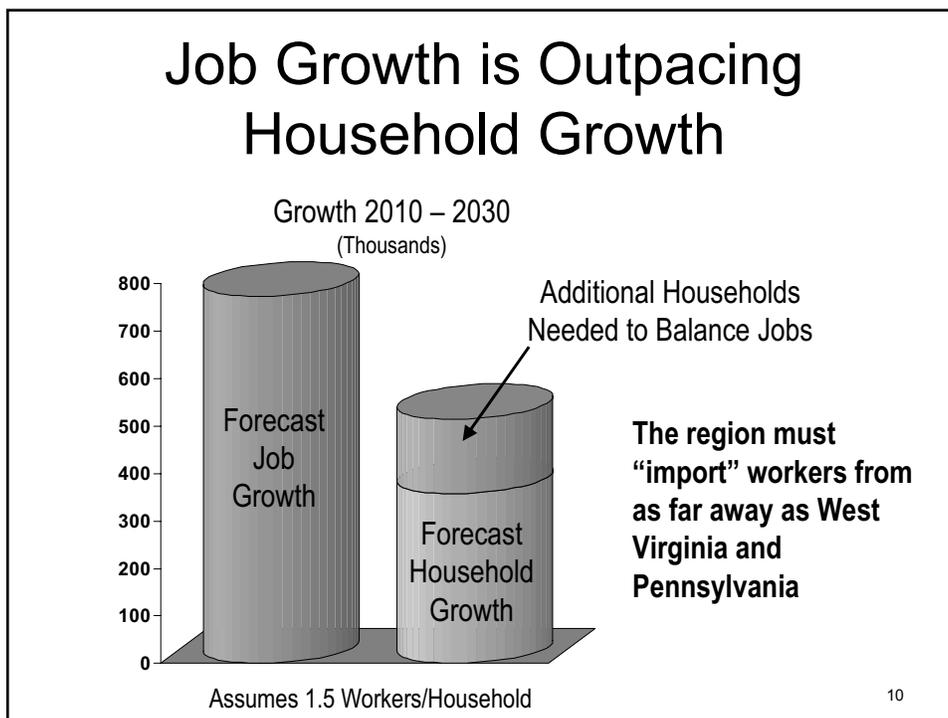


- Under current projections the percentage of housing and jobs within activity clusters will stay at about 40% and 70%, respectively
  - Some activity centers without transit infrastructure (existing or planned)
  - Some potentially under-utilized transit stations outside of activity centers
  - Reflects East-West Divide
- 2030 Metrorail stations inside clusters
  - 2030 Metrorail stations outside clusters
  - ◆ 2030 light rail stations inside clusters
  - ◆ 2030 light rail stations outside clusters

## With regard to commuter rail:

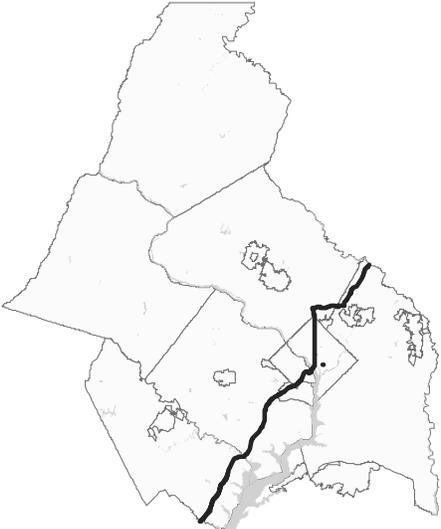


## Job Growth is Outpacing Household Growth

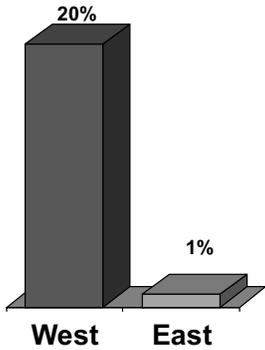


# East-West Divide

A 1999 Brookings Institution report highlighted disparities between the eastern and western parts of the region



Job Growth Rate 1990 – 2000



# East-West Divide

West-bound travel clogs the roads during morning rush hour



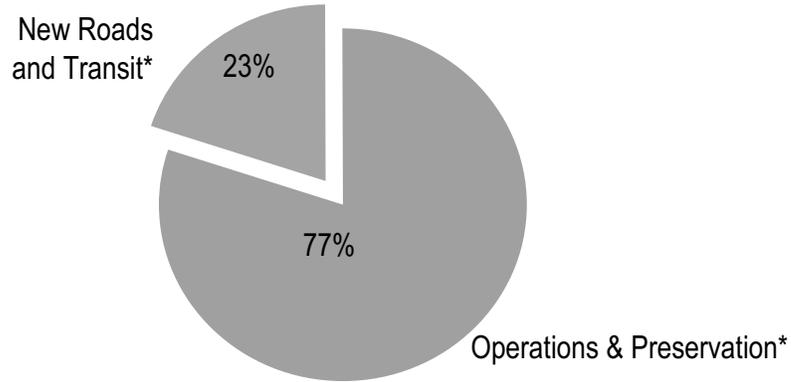
Average Commute Time

- Up to 30 minutes
- Up to 40 minutes
- Over 40 minutes



# Most Transportation Dollars Are Needed for Maintenance

*Little money is available for new transportation projects*

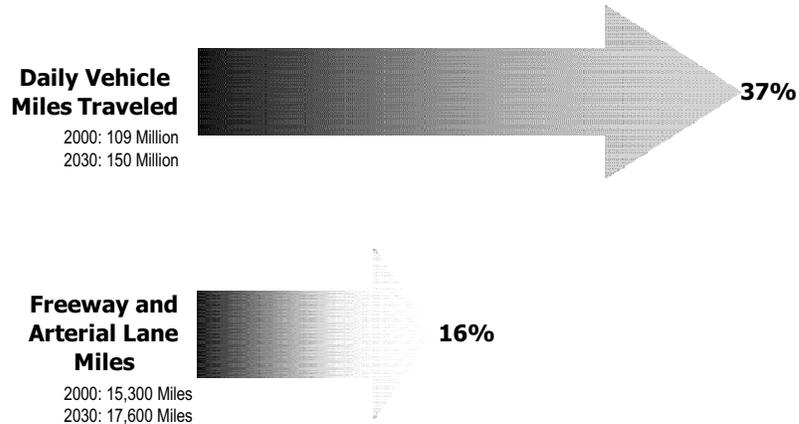


\* Based on region's 2003 Constrained Long-Range Plan

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# The Highway System Won't Keep Pace with Growth

**Forecast Trends 2000 - 2030**

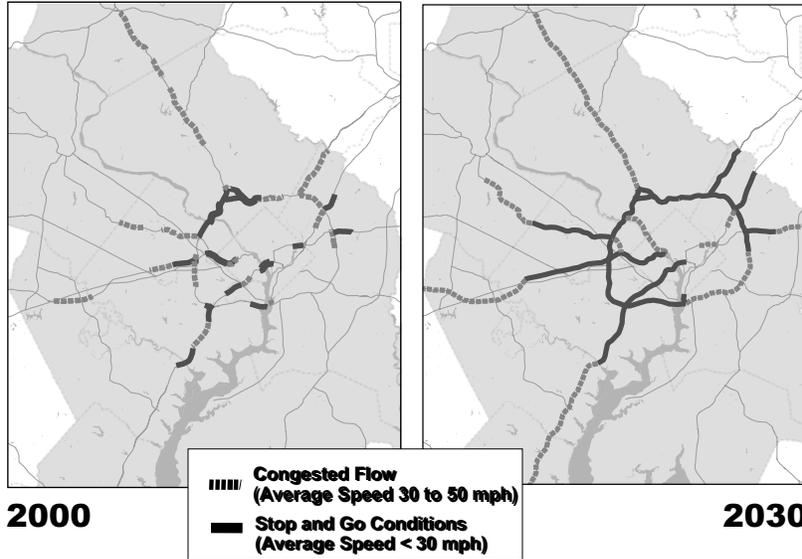


Based on region's 2003 Constrained Long-Range Plan

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## Most of the Beltway Will Be Stop and Go

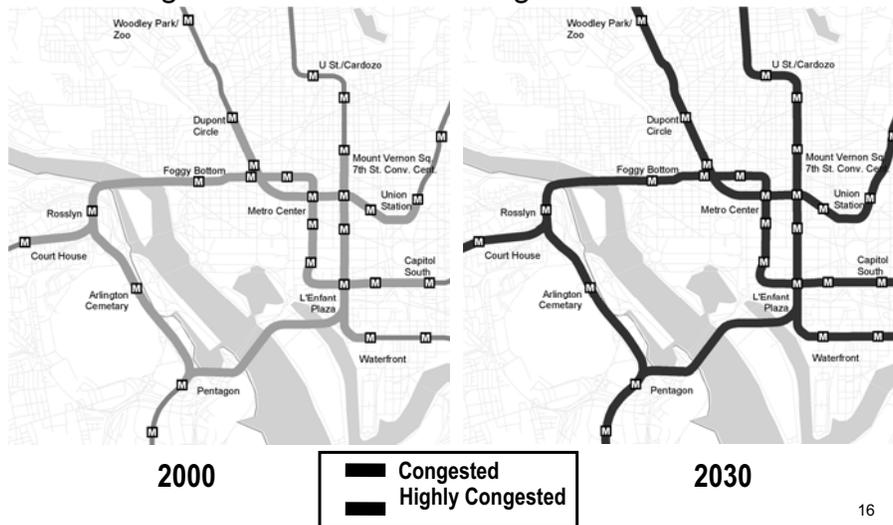
Evening Highway Congestion 2000 and 2030



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## Metro Platforms and Trains Will Be Packed

Morning Peak-Hour Transit Congestion: 2000 and 2030



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## ***Short-Term Strategies*** to address the Region's Transportation Challenges

- Capacity Increases To Address Bottlenecks
  - Connections between major facilities
  - Variably priced lanes
  - Adequate funding for road improvements
- Transit and Demand Management
  - Adequate transit funding and capacity
  - Ridesharing and telecommuting
- Management and Operations
  - Day-to-day operations
  - Incident management
  - Advanced technology provides new opportunities

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## ***Longer-Term Strategies*** have focused on Strengthening the Linkages between Transportation and Land Use Planning

- In 2000, the TPB initiated a study to investigate alternative land use and transportation futures – The Regional Mobility and Accessibility Study (RMAS)
- A study of “What If” scenarios:
  - *What if **job** and **housing** growth were shifted? What if new **roads** or **transit** were built?*
  - How would **2030 travel conditions** change?

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## The Value of Scenario Modeling

- RMAS explores multiple scenarios that shift development and focus transportation improvements in different ways
  - Households In
  - Jobs Out
  - Region Undivided
  - Transit-Oriented Development
  - Variably-Priced Lanes (results in September)
  - Ad hoc scenarios to address specific challenges (e.g. BRAC)
- To date RMAS has not looked at “how to?” just **“what if?”**

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## What Have We Learned to Date from the Scenario Study?

- Moving people closer to jobs:
  - ↑ Increases transit use
  - ↓ Decreases driving and congestion
- The study has identified two key strategies that would significantly increase transit use, walking and biking and decrease driving and congestion for 2030:
  - Increase household growth in the region, and concentrate that growth in regional activity centers, with supporting transit improvements
  - Encourage more development on the eastern side of the region, with supporting transit improvements

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## Special Scenarios: Base Realignment and Closure

- Scenario modeling can serve as a foundation for analysis of special issues and specific impacts
  - BRAC analysis resulted in identification of a crucial need – a transit link between the Springfield Metro station and the Engineer Proving Ground
  - The Department of Defense is exploring provision of shuttle bus service

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## How Has the Study Been Used So Far?

- Development of COG's Round 7.0 cooperative forecasts for population and employment growth
  - *Addresses need for more housing by including 2/3 of new households assumed under the "More Households" scenario*
- Public outreach meetings and presentations on study results



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## From “What If?” to “How To?”

What are the Challenges to Further Concentrating Development in Activity Centers?

- Unique physical barriers and/or lack of market demand in some locations
- Public concerns about density and its effects
  - Compatibility with surrounding neighborhoods
  - Rising land values and displacement through gentrification
  - Uncertainty about ability of transportation and other public infrastructure to handle it

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## What Can Be Done from the Transportation Side?

- Large scale transit and highway projects can help steer land development and mitigate its effects by linking activity clusters to each other
  - Reduce congestion and facilitate concentrated development
- Small scale, multi-modal circulation improvements within activity centers can:
  - Catalyze land development, especially housing construction, where desired
  - Help mitigate the impacts of increased density and encourage alternative transportation modes

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## What Have Other MPOs Done?

- Funded selected planning activities that involve multiple stakeholders in coordinating land use and transportation planning and funding at target locations
- Funded selected small-scale transportation projects at target locations that otherwise may not have received high priority



 Delaware Valley Regional Planning Commission

Chittenden County  
Metropolitan Planning  
Organization

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## Summary of Programs in Other Areas

Metropolitan Area	Multi-State	Inception Year	Eligible Activities	Annual Planning Grant Budget	Maximum Planning Grant	Annual Capital Grant Budget	Seed Funding Source(s)	Program Emphasis
San Francisco	No	1997	Planning and Capital	\$500,000	\$50,000	\$29.5 million	TE, CMAQ, STP, State	Livability and Housing
Atlanta	No	1999	Planning and Capital*	\$1 million	\$150,000	\$30 million*	STP (Q23)	Land Development and Density Concentration
Burlington	No	1999	Planning Only	\$50,000	\$20,000		TE, STP	Community Process and Bike/Ped
Philadelphia	Yes	2002	Planning Only	\$1.5 million	\$100,000		STP	Revitalization and Community Development

\* The Atlanta grant program is for planning activities only, but an amount is earmarked in the TIP for use on projects in program communities

**Program methods differ as do program emphases – what methods and emphases are appropriate for this region?**

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## Some Options for Future TPB Activities

1. Administer a grant program for planning *and* capital projects, patterned after San Francisco
2. Administer a grant program for planning and technical assistance activities, patterned after Philadelphia
3. Use TPB planning funds to identify priority needs and promote solutions

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### *Option 1*

#### *Patterned after MTC (San Francisco)*

- Administer a grant program for both planning and capital activities, with funding awarded to projects based on merit and adherence to set criteria
  - Reserve around \$30 million annually in funds from STP, TE, CMAQ, or other sources, to fund selected projects
  - Develop selection criteria to use in evaluating submitted projects
  - Oversee contract development
  - Track project progress
  - Carry out ongoing program review and assessment
- Based on MTC experience, could expect to fund only one in five submitted projects

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## *Option 2*

### *Patterned after DVRPC (Philadelphia)*

- Administer a grant program for planning activities only, with funding awarded to projects based on merit and adherence to set criteria
  - Reserve \$1-2 million annually from STP funds or other sources to fund selected projects
  - Develop selection criteria to use in evaluating submitted projects
  - Oversee contract development
  - Track project progress
  - Carry out ongoing program review and assessment
- Based on DVRPC experience, could expect to fund only one in four submitted projects

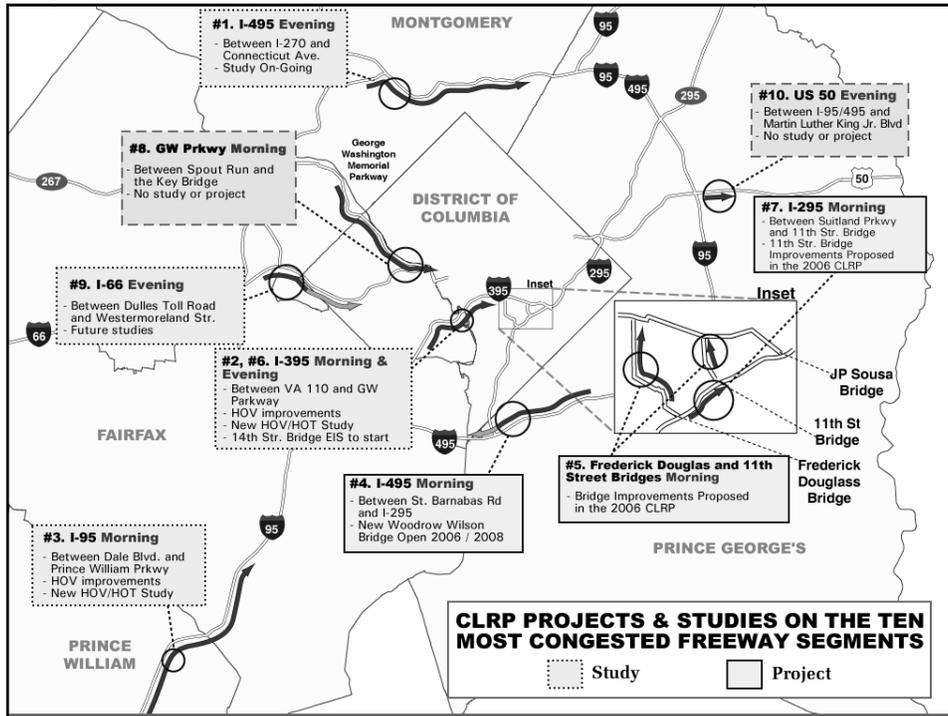
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## *Option 3*

### *Use TPB Planning Funds to Identify Priority Needs and Promote Solutions*

- Using resources out of the TPB Unified Planning Work Program, and informed by results of RMAS, identify priority needs and potential solutions
- Help build consensus around needs and be an information provider in project discussions
- Actively promote solutions to identified needs
- The recent Freeway Congestion analysis has begun to move in this direction

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### Ten Most Congested Segments on the Freeway System (2005)

	Route		From	To	Current Status
1	I-495 IL	PM	I-270	Connecticut Ave	Beltway Study on-going
2	I-395 NB	PM	VA 110	GW Pkwy	HOV improvements New HOV/HOT lane study 14 Street Bridge EIS to start
3	I-95 NB	AM	Dale Blvd	Prince William Pkwy	HOV improvements New HOV/HOT lane study
4	I-495 IL	AM	St Barnabas Rd	I-295	New Woodrow Wilson Bridge open 2006/08
5	Frederick Douglass WB & 11 <sup>th</sup> Street Bridges	AM	Anacostia Bridges		Bridge improvements submitted for 2006 CLRP
6	I-395 NB	AM	VA 110	GW Pkwy	HOV improvements New HOV/HOT lane study 14 Street Bridge EIS to start
7	I-295 NB	AM	Suitland Pkwy	11 <sup>th</sup> Street Bridge	11 <sup>th</sup> Street improvements submitted for 2006 CLRP
8	GW Pkwy	AM	Spout Run	Key Bridge	No study or project
9	I-66 EB	PM	Dulles Toll Rd	Westmoreland St	Idea 66 Study (WB only) suggested future studies
10	US 50 EB	PM	I-95/I-495	ML King Jr. Blvd.	No study or project

*Could a similar list be made of the top location-specific transportation needs to enable concentration of development in activity centers?*