Momentum

Transit and the Future of our Region

Paris-DC Symposium

October 17, 2014
A World without Metro?

- More cars on the road
- New beltways
- More lanes for river crossings
- More parking spaces
- More congestion
- More money spent on auto expenses
- Poorer air quality
Where are we Now?

- Hope: 1960s
- Elation: 1970s
- Complacency: 1980s/1990s
- Discontent: 2000s
- Rebuild: Now

- Foundation
- Upturn
- Mature
- Downturn
- Recovery
The Region Relies on Metro’s Success

Source: George Washington University
The Region Relies on Metro’s Success

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>DC</td>
<td>9.3</td>
<td>45</td>
<td>54.3</td>
<td>$24.4 B</td>
<td>$305.4 M</td>
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<tr>
<td>Maryland</td>
<td>4.7</td>
<td>15</td>
<td>19.7</td>
<td>$6.9 B</td>
<td>$89.6 M</td>
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<tr>
<td>Virginia</td>
<td>6.7</td>
<td>24.5</td>
<td>31.2</td>
<td>$9.4 B</td>
<td>$121.7 M</td>
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<tr>
<td>Total</td>
<td>20.7</td>
<td>84.5</td>
<td>105.2</td>
<td>$40.7 B</td>
<td>$516.8 M</td>
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Source: Jones Lang LaSalle, 2014; *WMATA Office of Planning Preliminary Analysis, 2014
Rebuilding the Foundation

Metro Forward: $5 billion, six-year investment
Regional Challenges and Opportunities

- Resolve core capacity constraints
- Improve connections among regional activity centers (RACs)
- Enable cross-jurisdictional transit services
- Improve central jurisdiction circulation
- Improve access to the regional transit system
2040 Metrorail System Forecast

Peak Hour Passenger Loads with CLRP Projects and 100% Eight-Car Trains

MWCOG Aspirations Land Use Forecast

COG’s Aspirations Land Use concentrates growth in regional activity centers (RACs) and at existing/planned transit stations.
Growth and congestion indicate need for transit priority improvements to enable higher speed, more-frequent service.
2040 MetroAccess Forecast

**MetroAccess Annual Ridership Forecast for 2040**

- **FY 2007**: 1,470,000
- **FY 2011**: 2,300,000
- **2040 Forecast**: 3,600,000

**Metro Compact Area Older Adult (65+) Population**

- **2000**: 300,000
- **2009**: 400,000
- **2040 Forecast**: Double Current Population

**Elderly with Severe Disabilities**

- **Current**: 2040 Projections
Multiple Surface Modes for a Growing Region

- Identify regionally significant transit corridors
- Evaluate based on land-use density, ridership potential, connections to regional activity centers
- Screen and prioritize (currently underway)
- Incorporate top tier corridors into plan recommendations

Examples of corridors under evaluation
RTSP: Findings and Preliminary Recommendations

Finding: No single solution for the core
Recommendation: Two new rail lines in core; One new Virginia line

Finding: Station crowding persists
Recommendation: New stations added with pedestrian tunnels

Finding: Local transit needed to more efficiently serve demand
Recommendation: Connect local systems across boundaries

Finding: Increasing demand for central circulation
Recommendation: Develop circular line and connect underserved activity centers
RTSP: Findings and Preliminary Recommendations

Finding: Parking demand exceeds capacity
Recommendation: Improve multi-modal access

Finding: High quality transit increases access to jobs/housing
Recommendation: Identify regionally significant corridors for priority transit

Finding: Rail extensions strain core capacity
Recommendation: Resolve core and develop guidelines for extensions

Finding: Walkability and integrated land use increases ridership
Recommendation: Develop guidelines to improve access
Metro 2025
Maximize What We Have

100% 8-car trains
More station capacity
Underground pedestrian links

Complete Priority Corridor Network
New infrastructure
Next-generation communications
Metro 2040
Expand the System

Complete Regional Transit System Plan (RTSP)

Evaluate new Metrorail lines in the core

Evaluate potential extensions

Extend high quality surface transit

Evaluate cross-Potomac connections

Improve commuter rail/bus frequency and span of service
12 Stations = 1/3 System Boardings

Entrance Congestion

Platform Jam

Mezzanine Crowding

Escalator Queue
## Measuring Progress

<table>
<thead>
<tr>
<th>AM Peak Mode of Access</th>
<th>Weekday Trips</th>
<th>2012 % of Total</th>
<th>2007 - 2012 % Change</th>
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<tbody>
<tr>
<td></td>
<td>2007</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Walk</td>
<td>78,460</td>
<td>89,860</td>
<td>37%</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>68,969</td>
<td>61,559</td>
<td>26%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>34,952</td>
<td>32,672</td>
<td>14%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>17,620</td>
<td>19,994</td>
<td>8%</td>
</tr>
<tr>
<td>Shuttle</td>
<td>N/A</td>
<td>4,905</td>
<td>2%</td>
</tr>
<tr>
<td>Dropped Off</td>
<td>21,911</td>
<td>18,723</td>
<td>8%</td>
</tr>
<tr>
<td>Commuter Train</td>
<td>9,002</td>
<td>8,328</td>
<td>4%</td>
</tr>
<tr>
<td>Ride Sharing</td>
<td>2,463</td>
<td>2,085</td>
<td>1%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1,550</td>
<td>2,384</td>
<td>1%</td>
</tr>
<tr>
<td>Total AM Peak Trips Reported</td>
<td>240,512</td>
<td>243,253</td>
<td>3%</td>
</tr>
</tbody>
</table>
Is it worth it?

Return on Investment

- $1.8 M capital cost for pedestrian/bicycle projects
- $15 M annual revenue from new walk/bike trips

Avoided Costs

- Parking space construction: $17,000/space
- Additional buses: $750,000/bus
Expanding Access

“Walk Shed”

• ½ mile from rail station
• Actual network – not as crow flies
Good Walk Access = More Riders

- .72 daily walk trips/household
- Connecting 600 existing households
- 110K trips per year or $300K in revenue
Oppportunity Score = Poor Coverage + High Density

**DC**
1. Rhode Island Ave (0.45)
2. Fort Totten (0.35)
3. Van Ness (0.16)
4. Minnesota Ave (0.13)
5. Cleveland Park (0.05)

**MD**
1. Southern Avenue (0.53)
2. Landover (0.36)
3. Naylor Road (0.29)
4. Grosvenor (0.27)
5. Morgan Blvd (0.22)

**VA**
1. Van Dorn (0.39)
2. West Falls Church (0.33)
3. Franconia-Springfield (0.26)
4. Dunn Loring (0.23)
5. Vienna (0.22)
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