Oakville Triangle & Route 1 Corridor Planning

Advisory Group Meeting #7
October 27, 2014
Agenda

• Welcome and Introductions
• Report out on themes from Open House
• Planning Process and Background
• Connectivity, Transportation Study and Analysis
• Connectivity Matrix and Staff Recommendations
• Community Questions and Comments
• Advisory Group Discussion
• Next Steps
Mt. Jefferson Park Planning

• District II Neighborhood Parks Planning Meeting held on Saturday, October 25

• Next meeting: **Tuesday, November 18, 7pm at Mt. Vernon Recreation Center**, hosted by the Department of Recreation, Parks, and Cultural Activities
Plan Study Area – Why Plan?
Why Plan?
Urban Design – Placemaking
Best Practices

- Streets
- Block Sizes
- Mix of Uses
- Integration with transit
- Open space – Parks
- Sustainability

“The building of cities is one of man’s greatest achievements”
- Edmond Bacon
Connections
Forms of Connections
Mt. Jefferson Park Edge
Transportation Study
Transportation Infrastructure: Existing vs. Future

- Local bus service
- Dedicated Transitway with enhanced bus service
- Limited connectivity west of Route 1
- Incomplete bicycle and pedestrian network

- Metro Station
- Potential for enhanced connectivity east of Route 1
- Enhanced bicycle and pedestrian network (on and off street)
What is a Transportation Study?

- Describe Existing Conditions (traffic, transit, bicycle, pedestrian)
- Define Future Background Conditions
- Define Development Assumptions
- Assign Traffic
- Analyze Traffic Conditions
- Identify Mitigation
Methodology

• Data Collection
  – Where?
    • Along major routes proximate to Oakville Triangle/Route 1 study area
    • Major access points to study area
  – How?
    • Traffic Counts at intersections during AM and PM peak hour
    • Calibrated against previous traffic counts
    • Field observation
Plan Area

Oakville Triangle/Route 1 Plan Study Area

Plan Study Area

Plan Study Area Buffer (100 ft)
Transportation Study Area

LEGEND
- Transportation Study Area
- Study Intersections
Existing Transportation Infrastructure

Route 1

Swann Avenue

Mt. Jefferson Park Trail

Metroway BRT

Glebe Road at Route 1
Existing & Future Transportation Network

LEGEND

- Metroway Stations
- Metroway (Current configuration)
- Metrorail Station Alternatives
Scenarios

• Existing Traffic
  – Traffic on Roads today

• Future Traffic without Development
  – Existing traffic
  – Traffic from approved and unbuilt developments
  – Regional growth on major corridors (Route 1)

• Future Traffic with Development
  – Future traffic without development
  – Traffic from proposed development (Oakville Triangle/Route 1)
  – Credit for existing trips
Assumptions

• Development:
  – **1.5M SF (Oakville)**
  – **1M SF (Rest of plan area)**

• Background Development:
  – **Approximately 7.3M SF** in Potomac Yard and surrounding neighborhoods

• New Metrorail station operational

• Enhanced bicycle and pedestrian network
Northbound and Southbound Route 1 Delays

Legend (measured by time in seconds per vehicle):
- 2014 AM Northbound/PM Southbound Peak Hour Vehicle Delays
- 2027 Without Development AM Northbound/PM Southbound Peak Hour Vehicle Delays
- 2027 With Development AM Northbound/PM Southbound Peak Hour Vehicle Delays
- 2027 Mitigation AM Northbound/PM Southbound Peak Hour Vehicle Delays (TBD)
Traffic Volumes on Residential Streets

Legend (measured by number of vehicles per hour):
2014 Bidirectional AM/PM Peak Hour Traffic Volume
2027 without Development Bidirectional AM/PM Peak Hour Traffic Volume
2027 with Development Bidirectional AM/PM Peak Hour Traffic Volume
Issues and Benefits

Neighborhood Issues
• Volume (on neighborhood streets)
• Speed
• Noise
• Quality of life
• Truck traffic

Neighborhood Benefits
• Walkable Amenities
• Parks
• Trails
• Shopping
Items for Additional Study

- Intersections
  - US Route 1 & East Reed Avenue
  - US Route 1 & East Glebe Road
  - US Route 1 & Swann Avenue

- E. Glebe reconfiguration
# Connectivity Matrix

<table>
<thead>
<tr>
<th>Connection Option</th>
<th>Direction</th>
<th>Timing</th>
<th>Potential Connection Types</th>
<th>Planning Level Cost Estimate Range</th>
<th>Property and Infrastructure Impacts and Technical Feasibility</th>
<th>Connection Types Recommended for Further Study by Staff</th>
<th>Staff Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>North/South road west of Route 1 through commercial and industrial properties to Glebe Rd</td>
<td>North-South</td>
<td>≤5-10 yrs</td>
<td>Y Y Y</td>
<td>$1.5M-2.5M</td>
<td>Potential two-way vehicular circulation with parallel parking on one side of the street and a sidewalk and landscape strip on each side of the street. The street will require a +/- 60 ft right of way. Impacts to commercial and industrial lined properties. Creates opportunity for improved access for potential redevelopment. These new blocks enable the closure of commercial/industrial lots and improved streetscape along Route 1. Would require property owners to coordinate because redevelopment will require assembly of existing properties. Could be implemented in phases with future redevelopment.</td>
<td>Y Y Y</td>
<td>Staff recommends retaining this connectivity option for additional study.</td>
</tr>
<tr>
<td>Oakville Triangle (Calvert Avenue) north to Raymonds Ave through Mt. Jefferson Park</td>
<td>North-South</td>
<td>≥5-5 yrs</td>
<td>Y Y Y</td>
<td>$2.5M-4.5M</td>
<td>Potential two-way vehicular circulation. Would result in loss of Public Open Space (~1.5% of Chen) which would require replacement. Would upset the Mt. Jefferson Park and impact the natural unencumbered character of the line trail. A proposed road would require significant grading and mitigation. The street would be configured in a way to maintain the uninterrupted trails through Mt. Jefferson Park, pedestrian and bicycle access could be accommodated as part of the redevelopment of Oakville Triangle and associated Mt. Jefferson Park and Trail improvements.</td>
<td>Y Y Y</td>
<td>Staff recommends retaining this connectivity option for additional study.</td>
</tr>
<tr>
<td>Stewart Ave connection through Mt. Jefferson Park</td>
<td>East/West</td>
<td>≥5-5 yrs</td>
<td>Y Y Y</td>
<td>$3.5M-4.5M</td>
<td>Potential two-way vehicular circulation. Would result in loss of Public Open Space (~1.5% of Chen) which would require replacement. Would upset the Mt. Jefferson Park and impact the natural unencumbered character of the line trail. A proposed road would require significant grading. The Department of Recreation, Parks, and Cultural Activities will be opening the park in late 2014 at Stewart Avenue to provide maintenance and pedestrian/bike access to Mt. Jefferson Park. Pedestrian and/or bike access could be accommodated as part of the redevelopment of Oakville Triangle and associated Mt. Jefferson Park and Trail improvements.</td>
<td>Y Y N</td>
<td>Staff does not recommend a vehicular connection at Stewart. Staff does recommend retaining pedestrian and bicycle connectivity option for further study.</td>
</tr>
<tr>
<td>Additional signalized intersections along Route 1</td>
<td>East/West</td>
<td>≤5-10 yrs</td>
<td>Y Y Y</td>
<td>$500K-500K</td>
<td>Potential two-way vehicular circulation with a median break and new traffic signal. Pedestrian crosswalks would also be included in the new Oakville Triangle to Potomac Yard. Requires investigation and reconstruction of the recently completed trailway, including installation of traffic signal and pedestrian crosswalks. Street would also involve removal of significant amount of existing landscape and trees to install new left turn lanes. Intersection is not supported by staff due to impacts to the trailway operation and traffic. Staff will study potential solutions for pedestrian and traffic at signalized intersections along Route 1.</td>
<td>Y Y N</td>
<td>Staff does not recommend adding additional signals for vehicular traffic along the newly constructed trailway on Route 1. Staff does recommend continuing to study potential additional pedestrian and bicycle connectivity.</td>
</tr>
<tr>
<td>Move Fannon Street in Oakville Triangle north to align with Blue Mount Ave in Potomac Yard</td>
<td>East/West</td>
<td>≤5-5 yrs</td>
<td>Y Y Y</td>
<td>$500K-500K</td>
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<td>N N N</td>
<td>Staff does not recommend adding additional signals for vehicular traffic along the newly constructed trailway on Route 1.</td>
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</tbody>
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Meeting #7: Connectivity & Transportation  
10.27.14