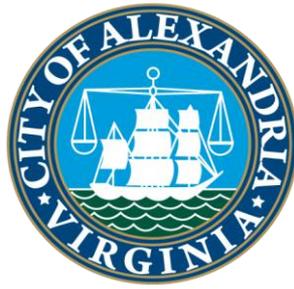


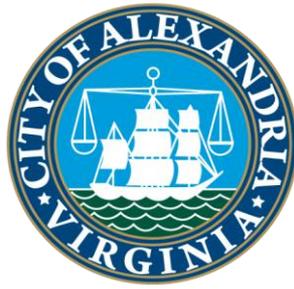
# **Transportation Commission**

May 21, 2014



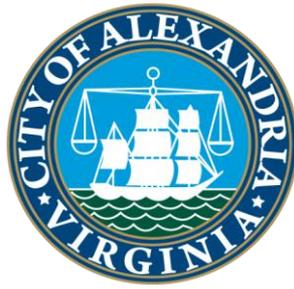
# **Updates to Receive (Consent)**

Agenda Item #2



# Commission Updates

Agenda Item #3



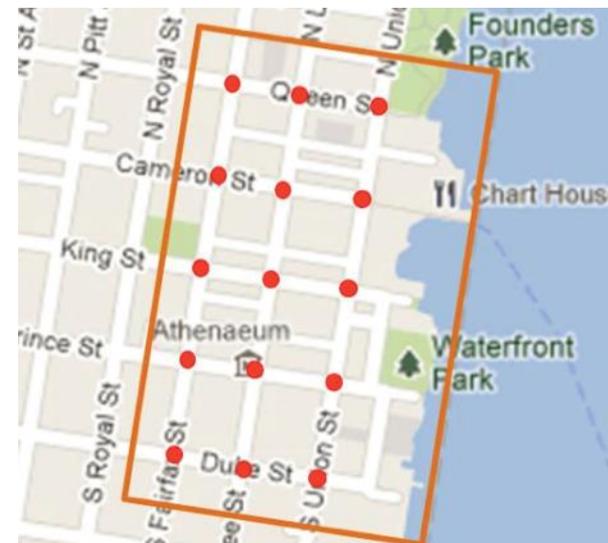
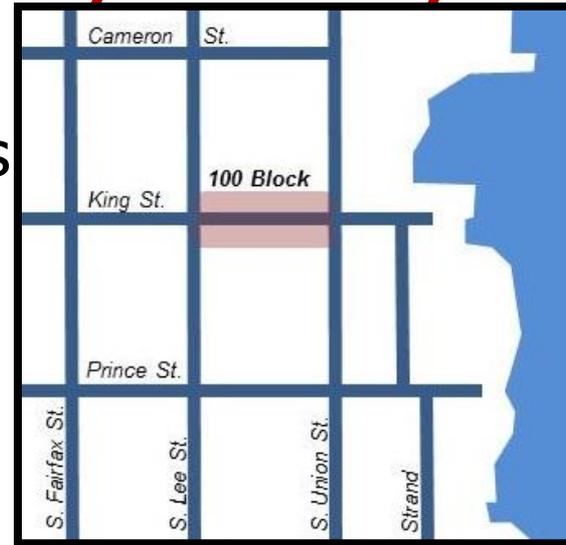
# **Lower King Street Multimodal Feasibility Study**

Agenda Item #4

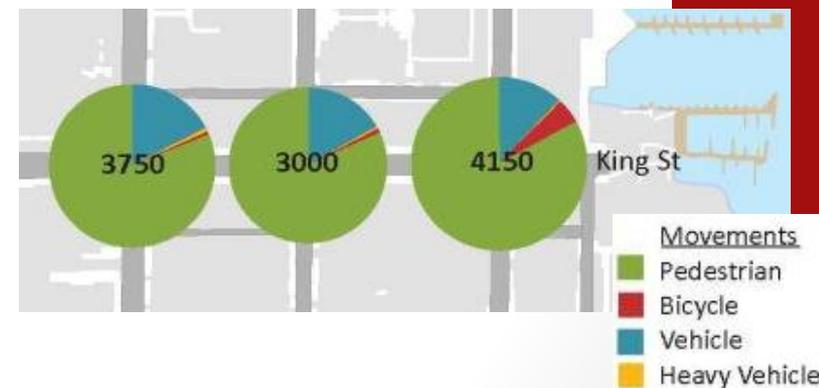
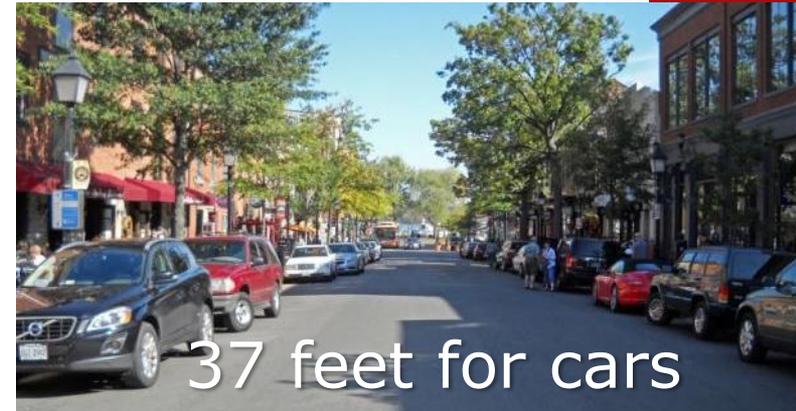
# Project Overview:

## This is a Feasibility Study

- Civic Engagement
- Existing Conditions Analysis
  - Field Assessments
  - Traffic Counts (all modes!)
  - Capacity analysis at 15 intersections
- Future Conditions Analysis
  - Future land uses
  - Capacity analysis at 15 intersections
  - Impacts & solutions for the closure of King St
- Recommendations of alternatives to enhance the way the street currently works



# King Street Today: Not enough space for pedestrians



Crowded sidewalks →

# What we heard from stakeholders

- Stakeholders are generally in support of making Lower King Street **more walkable and pedestrian-friendly** and understand that there are **trade-offs (i.e. parking removal is likely)**.
- **Management of deliveries** is critical; current loading zones are not sufficient. **Alleys are an underutilized asset.**
- Need to carefully determine best approach to maintain or adjust **motorcoach and trolley access**. Consider **impacts to resident streets, businesses, walkability and sight lines**.
- Design solution needs to be **flexible** to match the dynamic nature of the street.
- The design solution needs to be **sustainable** – need to define who will **manage and maintain**.





# Options for King Street

- Existing/No Build (open to all users)
- Open to Traffic (wider sidewalk or flush)
- Pedestrian Only
- Pedestrian and Trolley Only



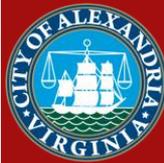
# Givens for Each Option

- Maintain **access for emergency vehicles**
- Allow on-street **delivery access** during designated times and in designated spaces and improve management of alleys for deliveries
- Design must be **flexible** enough to allow closure when needed
- Must have an **attractive and functional** design
- Coordinate with Waterfront Plan to have joint governance to **share maintenance**
- Continued **management of parking resources** in Old Town

# Goals & Values

- Increase walking space
- Increase outdoor dining and retail
- Provide direct and efficient trolley service
- Minimize impacts to residential streets
- Improve user comfort at intersections

# Options and Goals/Values



		GOALS & VALUES				
		Increase Walking Space	Increase Outdoor Dining and Retail	Provide Direct and Efficient Trolley Service	Minimize Impacts to Residential Streets	Improve User Comfort and Safety at Intersections
<b>OPTIONS</b>	Existing/No Build (open to all users)			✓	✓	
	Open to Traffic (wider sidewalks or flush)	✓	✓	✓	✓	
	Pedestrian Only	✓	✓			✓
	Pedestrian & Trolley Only	✓	✓	✓		✓

# Increase Walking Space

<b>OPTIONS</b>	<b>Existing/No build</b> (Open to all users)		Constrained sidewalk space
	<b>Open to Traffic</b> (wider sidewalks or flush)	✓	Additional 7.5 feet of sidewalk on each side
	<b>Pedestrian Only</b>	✓	Entire street available for walking
	<b>Pedestrian &amp; Trolley Only</b>	✓	Entire street available for walking (except when trolley present)

# Increase Outdoor Dining and Retail

<b>OPTIONS</b>	<b>Existing/No Build</b> (Open to all users)		One row of dining available
	<b>Open to Traffic</b> (wider sidewalks or flush)	✓	Double rows of dining possible
	<b>Pedestrian Only</b>	✓	Double rows of dining possible
	<b>Pedestrian &amp; Trolley Only</b>	✓	Double rows of dining possible

# Provide Direct and Efficient Trolley Service

<b>OPTIONS</b>	<b>Existing/No Build</b> (Open to all users)	✓	Access to/from Unit Block of King Street
	<b>Open to Traffic</b> (wider sidewalks or flush)	✓	Access to/from Unit Block of King Street, Reduce conflicts with parked cars
	<b>Pedestrian Only</b>		Trolley is re-routed
	<b>Pedestrian &amp; Trolley Only</b>	✓	Access to/from Unit Block of King Street, Reduce conflict with parked cars

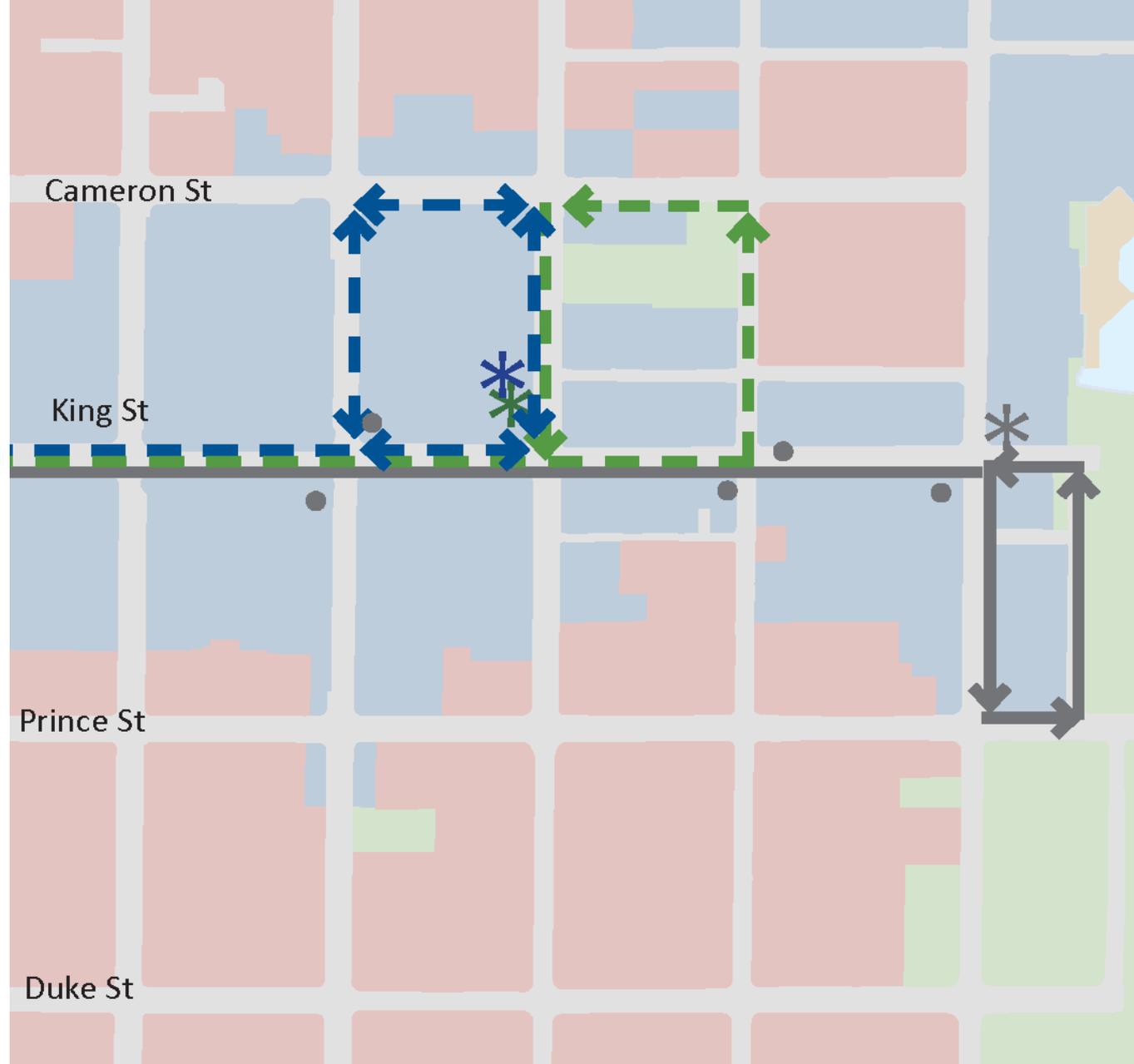
# Minimize Impacts to Residential Streets

<b>OPTIONS</b>	<b>Existing/No Build</b> (Open to all users)	✓	Existing traffic patterns maintained
	<b>Open to Traffic</b> (wider sidewalks or flush)	✓	Existing traffic patterns maintained
	<b>Pedestrian Only</b>		Traffic diverted away from 100 block of King Street
	<b>Pedestrian &amp; Trolley Only</b>		Traffic (except trolley) diverted away from 100 block of King Street

# Trolley Routing Options

Turnaround before Union Street

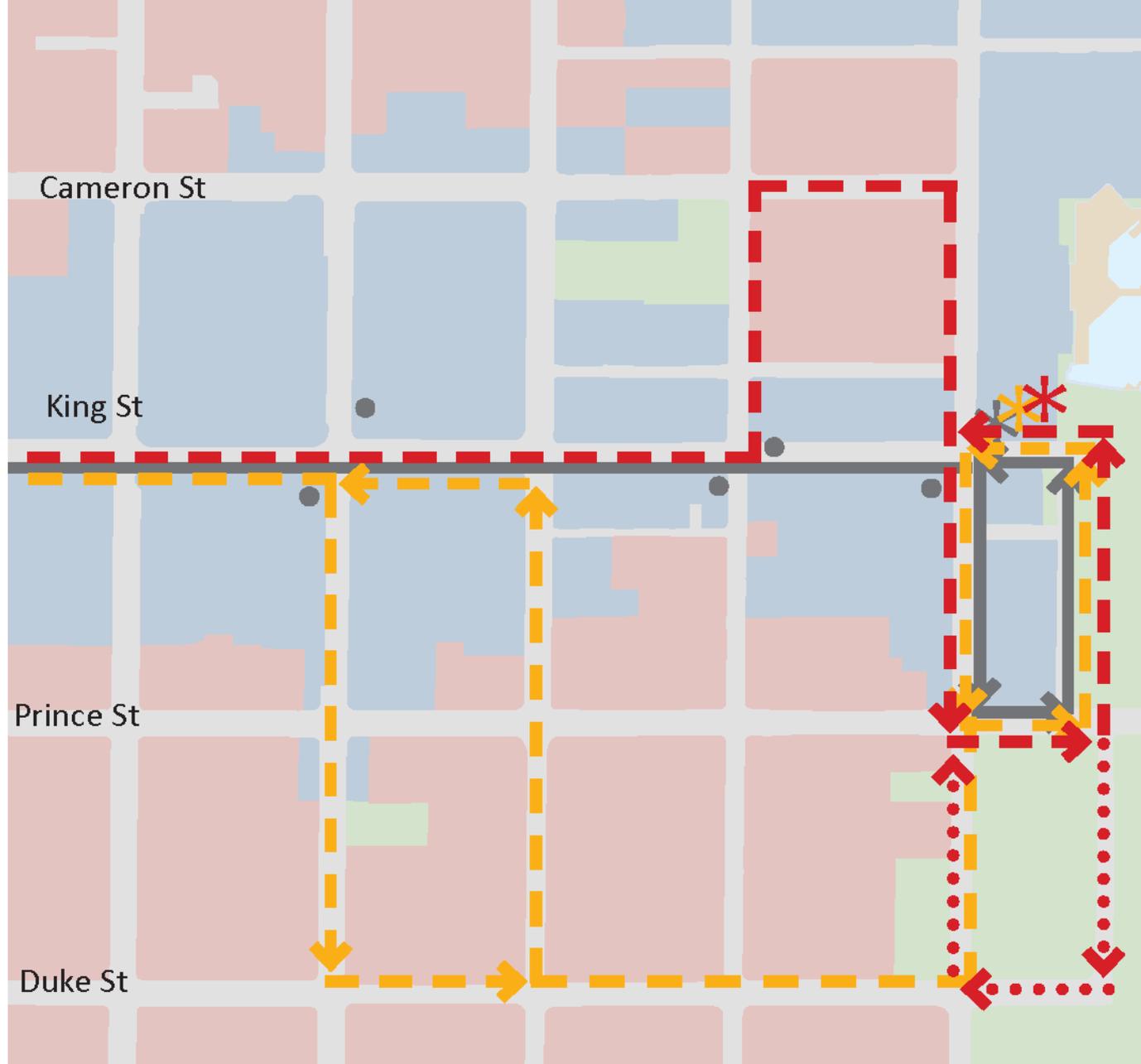
- Existing Route
- to Lee St
- to City Hall



# Trolley Routing Options

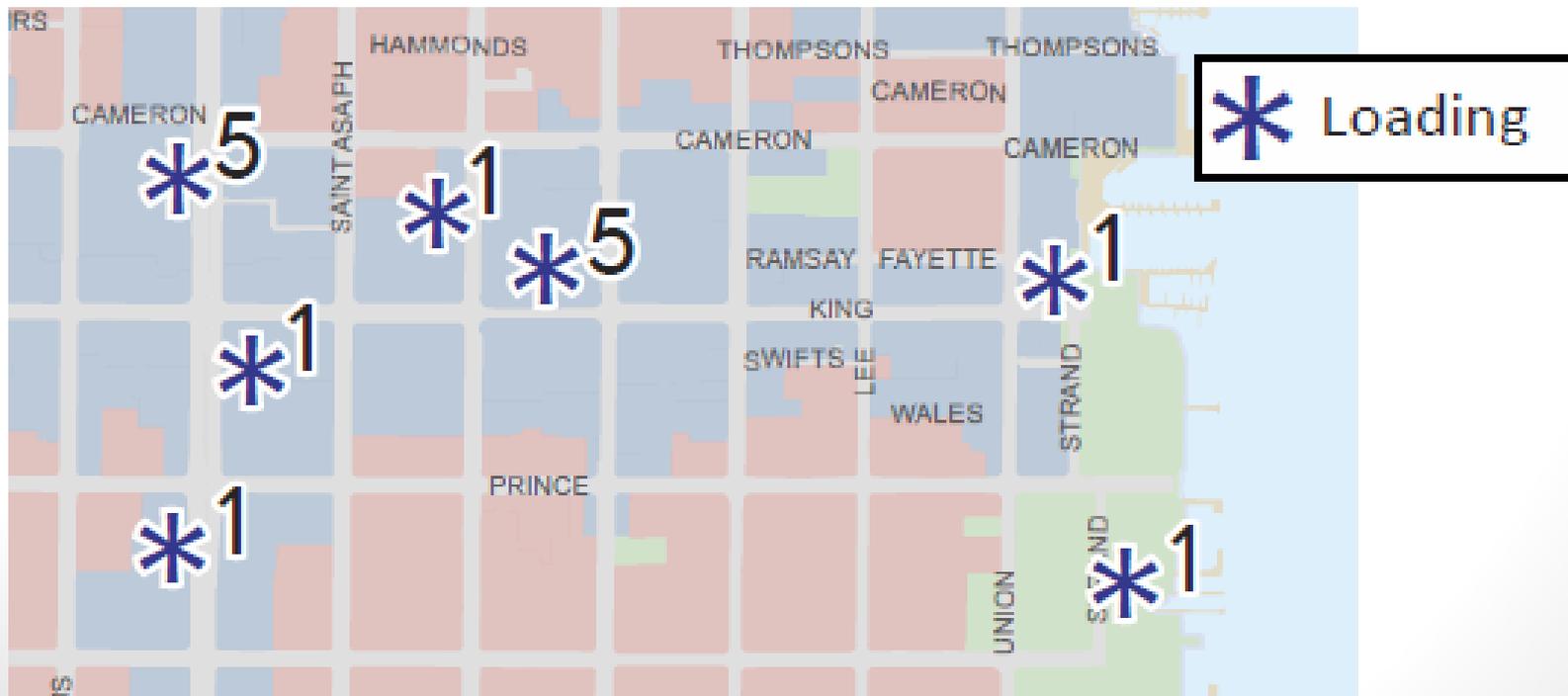
## “Rails to Waterfront”

- Existing Route
- to Waterfront via Duke
- to Waterfront via Cameron



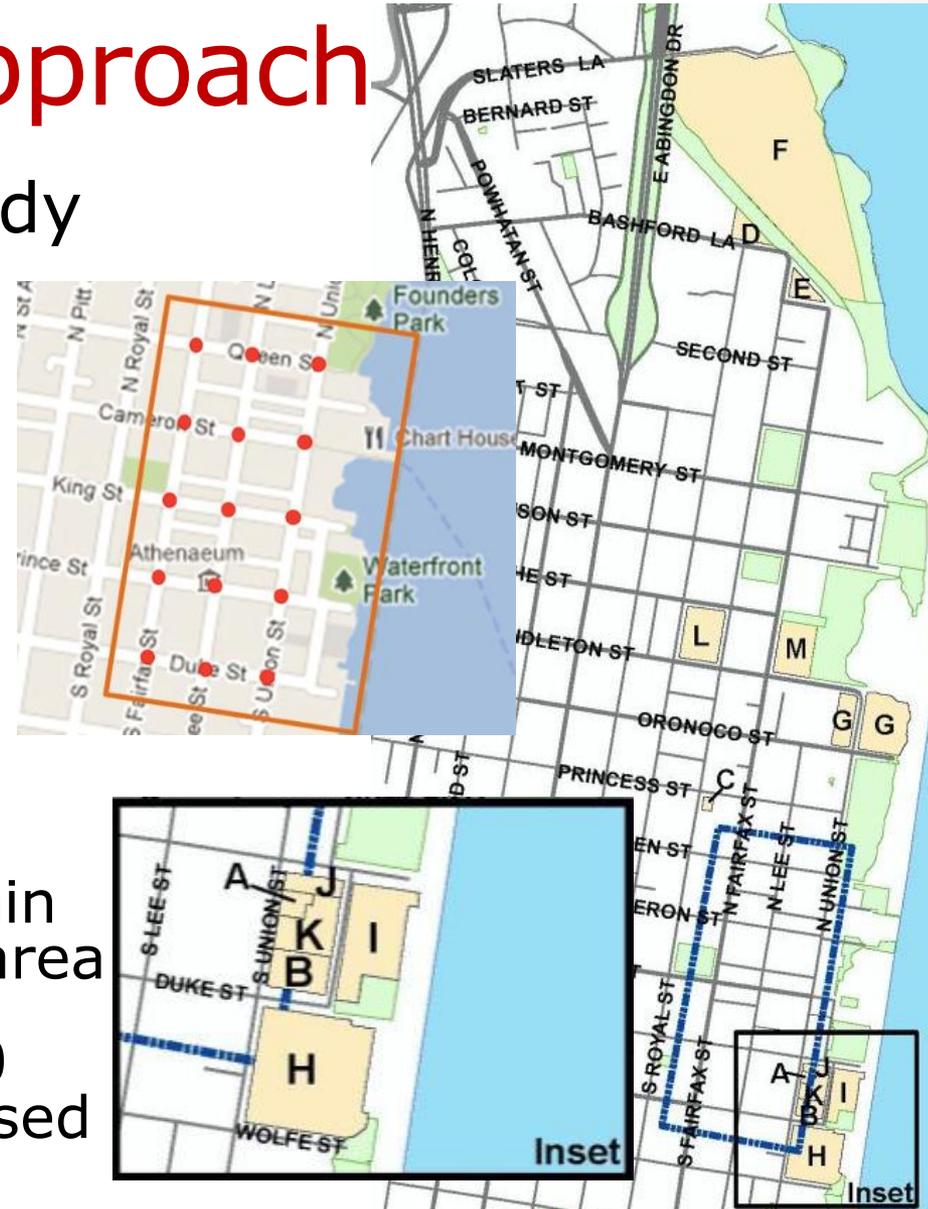
# Motorcoach

- Recommendations will not preclude motorcoaches
- New loading locations will be recommended



# Transportation Analysis Approach

- Analysis at 15 study intersections
- Evaluated current traffic operations
- Evaluated future traffic conditions
  - Background, or regional growth
  - Developments within and nearby study area
  - Two scenarios: 100 block open and closed





# Future Transportation Analysis Results

- With the closure of the 100 block of King Street:
  - Vehicles will be less likely to use King Street
  - Cameron and Duke Street will carry more east-west traffic
  - Union and Lee Street would carry more north-south traffic
  - Reduced conflicts at King/Lee Street and King/Union Street
- Roadway network can accommodate additional and diverted traffic

# Improve user comfort at intersections

<b>OPTIONS</b>	<b>Existing/No Build</b> (Open to all users)		Conflicts and congestion at intersections
	<b>Open to Traffic</b> (wider sidewalks or flush)	✓	Wider sidewalks allow pedestrians to cross in larger groups
	<b>Pedestrian Only</b>	✓	Pedestrians can cross in larger groups, intersection operations simplified
	<b>Pedestrian &amp; Trolley Only</b>	✓	Pedestrians can cross in larger groups, intersection operations simplified

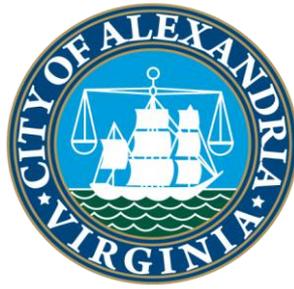


Questions?



Thank You

**QUESTIONS?**



# **Parking Ratio Study**

Agenda Item #5



# WHY A PARKING STUDY NOW?

- Changing demand
  - Increased non-auto options
  - Change in Demographics
  - More development near transit
- Parking is expensive to construct
- Outdated Zoning Ordinance

# GOALS OF THE STUDY

- Update the parking requirements for new development projects
  - Phase 1 – Multi-Family Residential
  - Phase 2 – Commercial, Office, and Retail
- Consider the impacts of new development projects to residential on-street parking

# Methodology

- Existing conditions
  - Peak overnight parking occupancy
  - Other factors affecting demand
- National and regional best practices
- Recommendations



# Parking Study Task Force

- Establishment:
  - In January 2014, the City Council established an Advisory Task Force
- Role of the Task Force
  - Provide input on future recommended revisions to the City's parking standards for new development projects



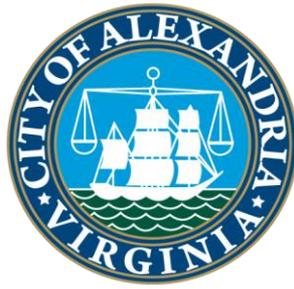
# COMMUNITY PROCESS

- Mar. 31: Expert Speaker Panel
- April 9: Overview
- May 14: Data Collection Results, Analysis, Key Factors Impacting Demand
- June 11: Best Practices, Options, Alternatives
- July 16: Tentative Working Meeting*
- Sep 10: Initial Recommendations
  
- October 2014: Planning Commission and City Council Work Sessions
- January 2015: Planning Commission and City Council Public Hearings



Thank You

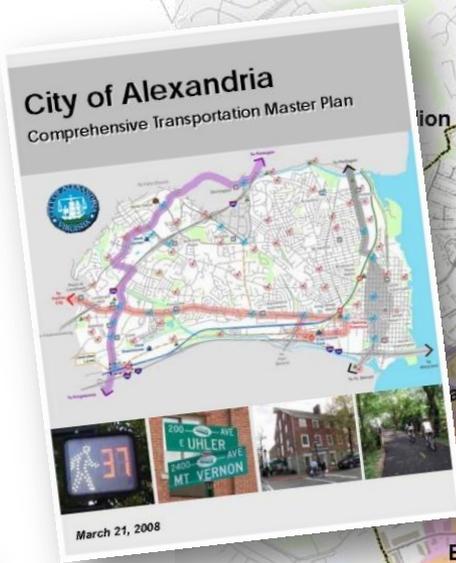
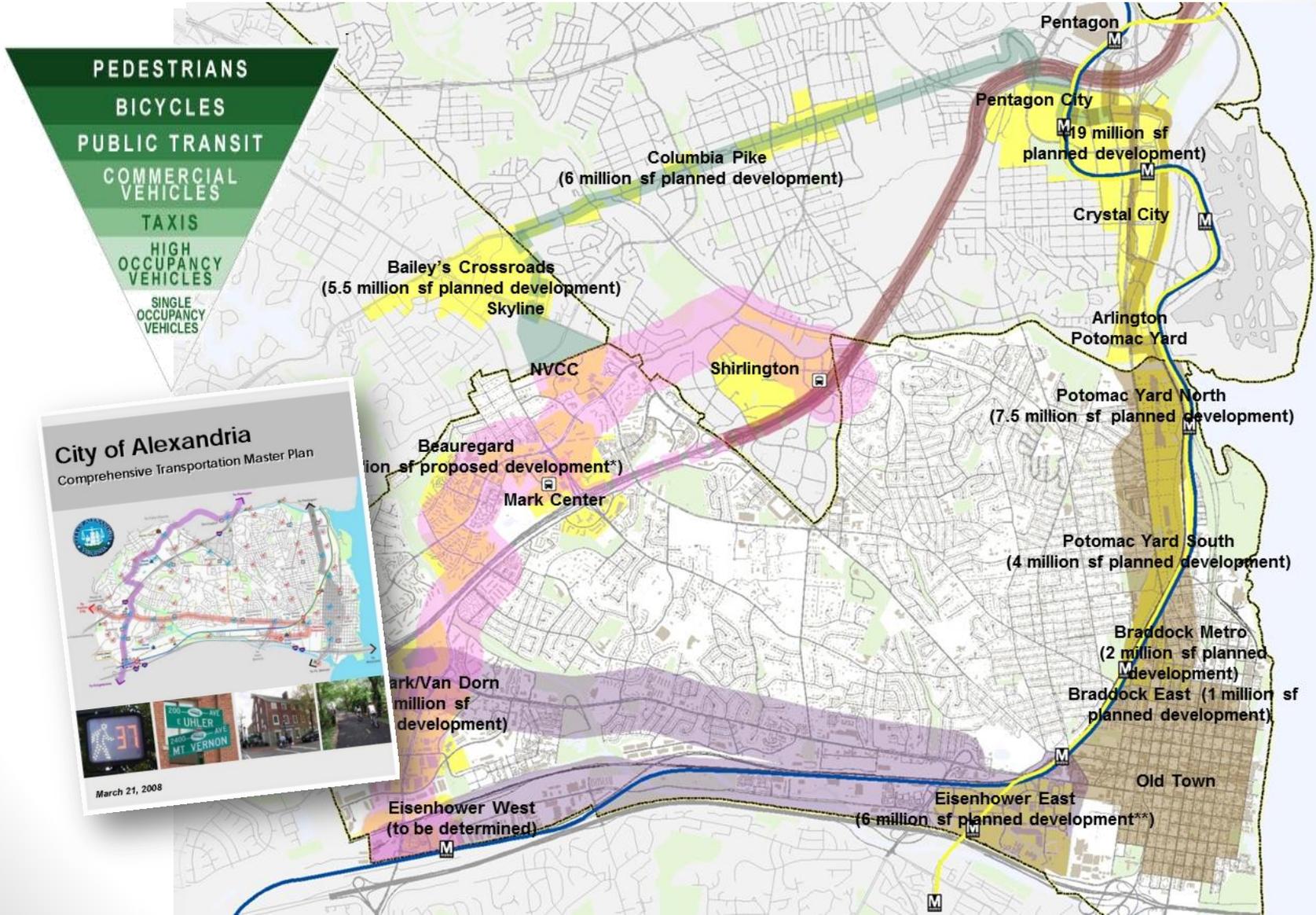
**QUESTIONS?**



# **West End Transitway Alternatives Analysis / Environmental Assessment**

Agenda Item #6

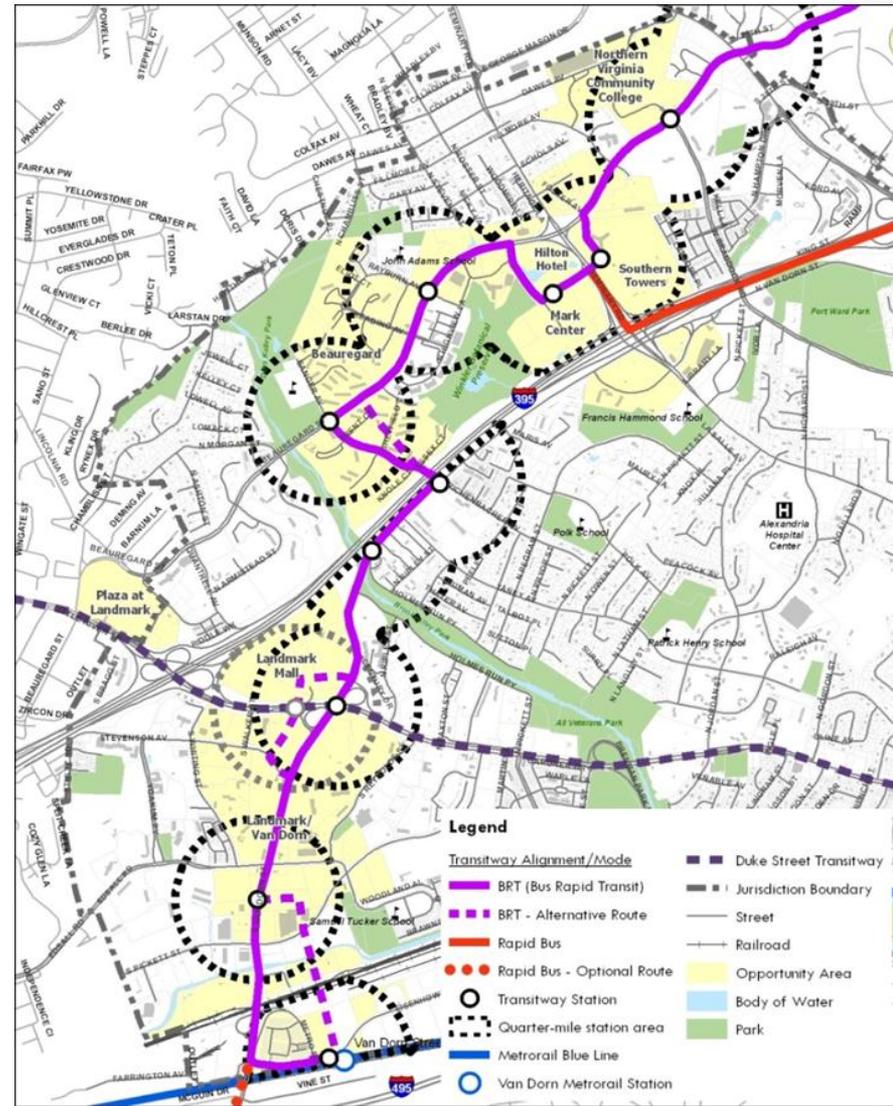
# City Transitway Initiative



# Transitway Corridors Feasibility Study

## Bus Rapid Transit in Dedicated Lanes from Van Dorn Metro to Pentagon

- Physical Characteristics
- Low-floor BRT vehicles
- Dedicated lanes (~80% to 90% of corridor)
- Off-board fare collection
- Service specific branding and identity
- Substantial transit stations
- Potential to convert to streetcar in future
- Operational Characteristics
- Transit signal priority at intersections
- Real-time passenger information
- High frequency and long span of service
- Weekday ridership estimate of 12,500 to 17,500 daily in 2035

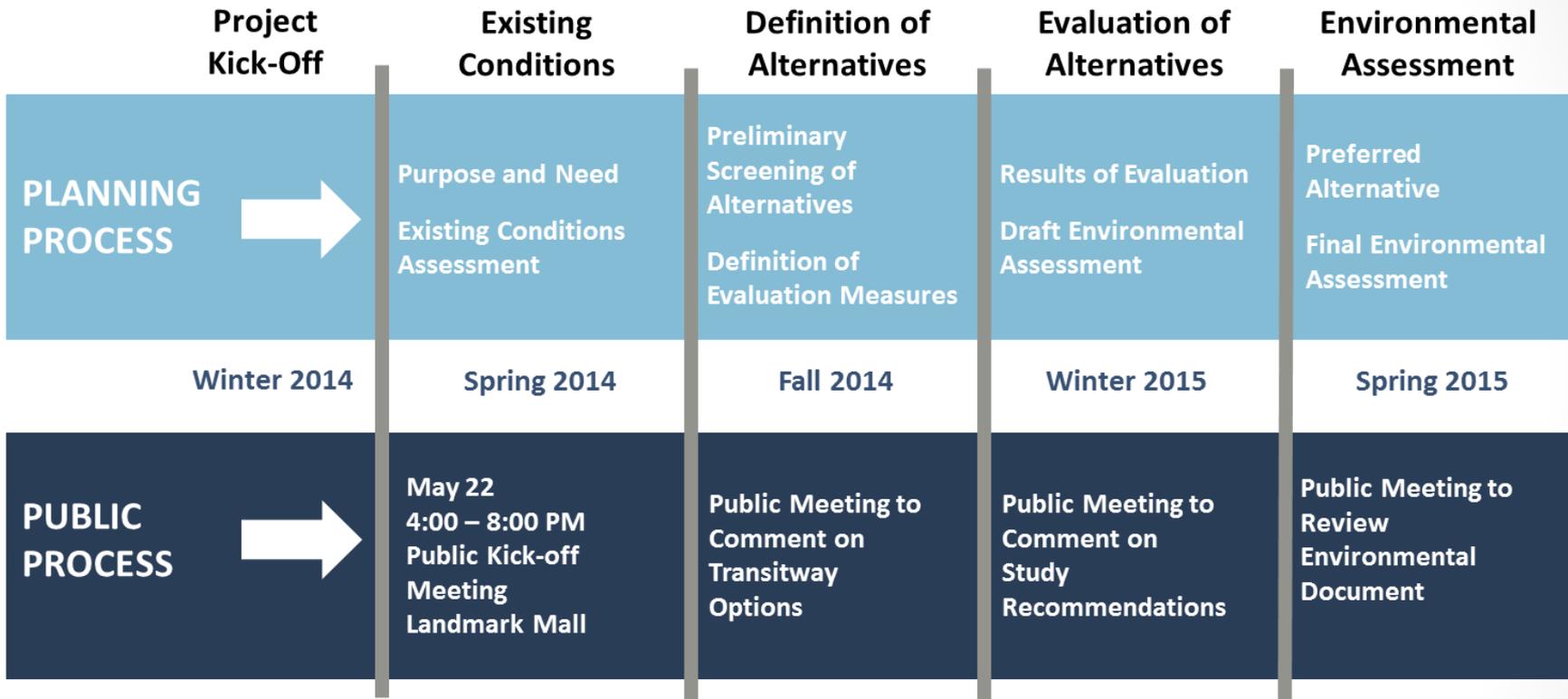




# ALTERNATIVES ANALYSIS / ENVIRONMENTAL ASSESSMENT (AA/EA)

- Additional planning work necessary to define project and apply for federal funding
- Alternatives Analysis (AA)
  - Evaluates several alternatives
  - Provides information on benefits, costs, and impacts, so that a locally preferred alternative can be identified
- Environmental Assessment (EA)
  - Analyzes potential transportation, social, economic, and environmental impacts of preferred alternative
  - Identifies mitigation measures, as necessary

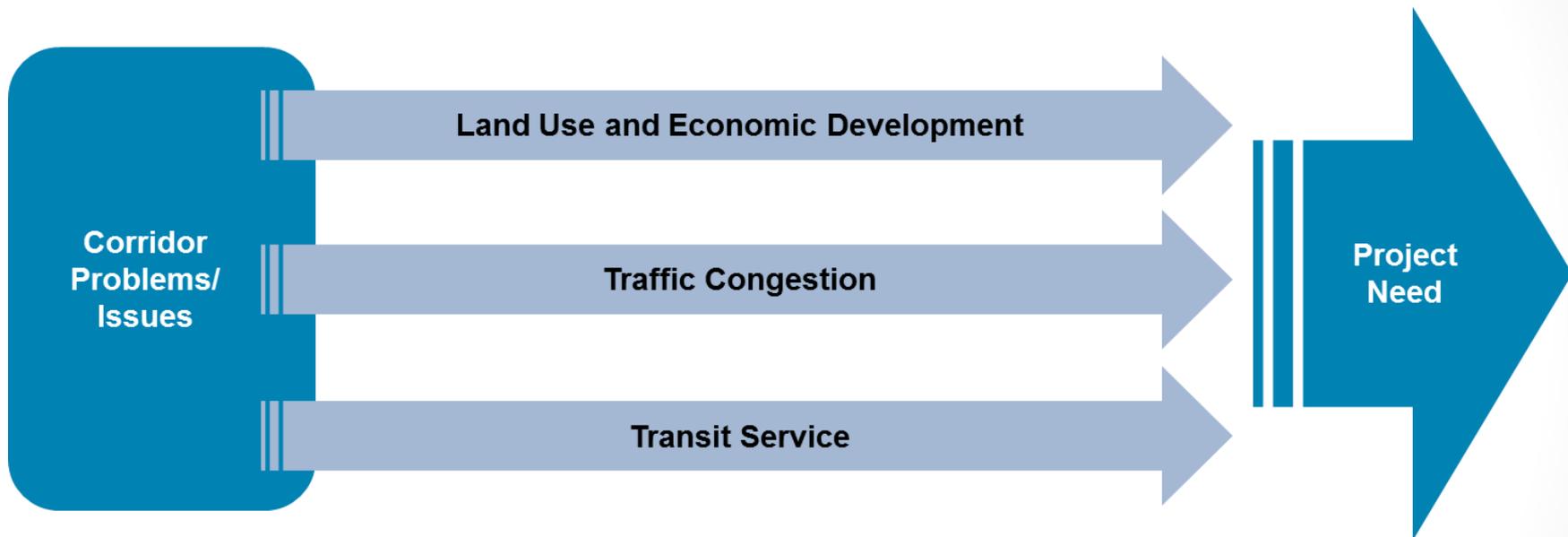
# Timeline



18 Months



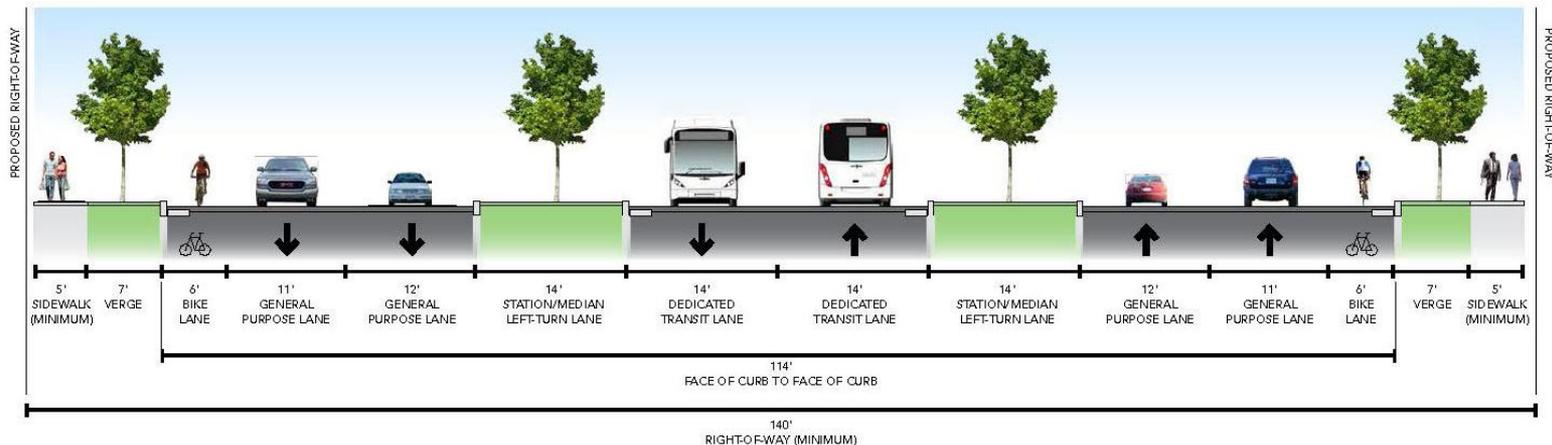
# Project Need



# Alternatives

- **Build Alternative**

- Increased bus system frequency and capacity
- Dedicated transit lanes along significant portions of corridor



- **Transportation Systems Management Alternative**

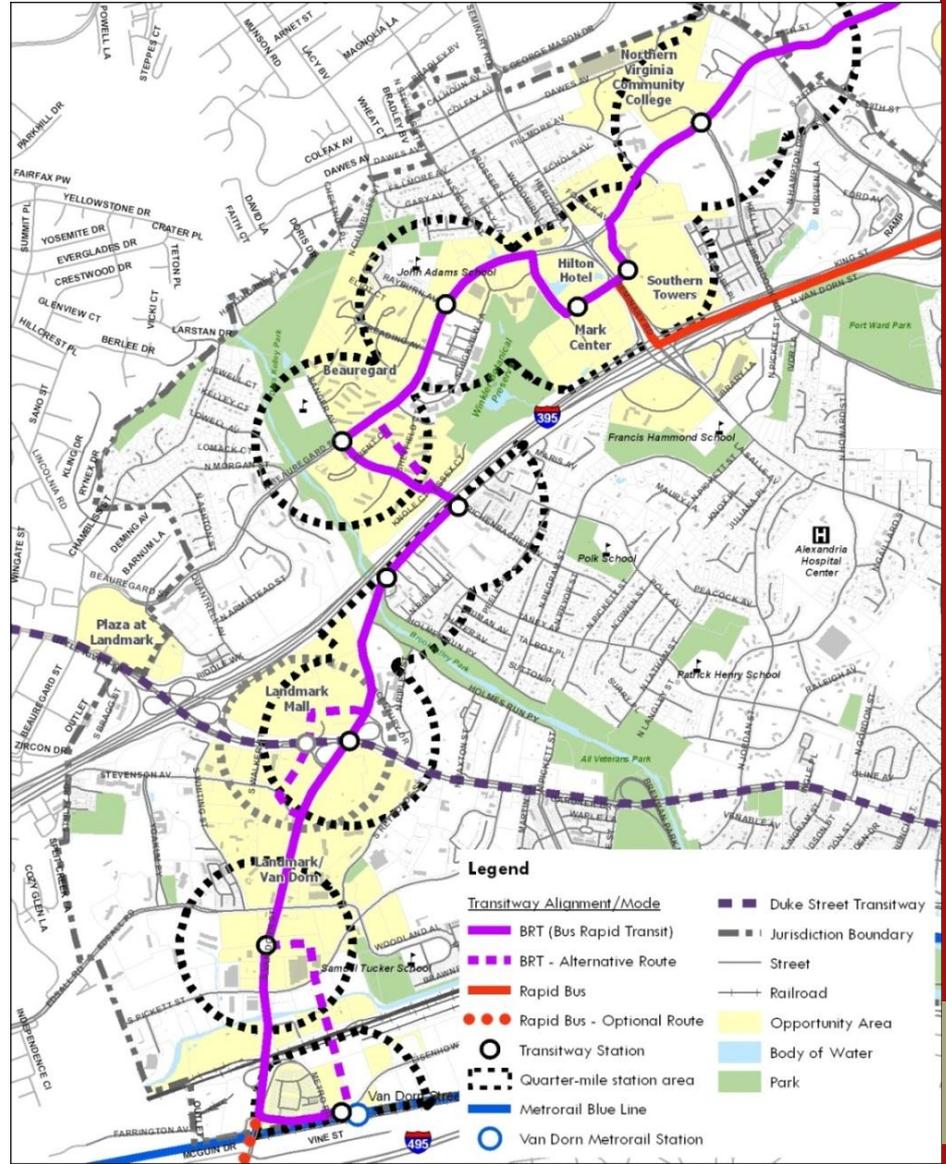
- System changes to improve speed and reliability
- No major capital investment like dedicated lanes

- **No Build Alternative**

- Existing and planned transportation network

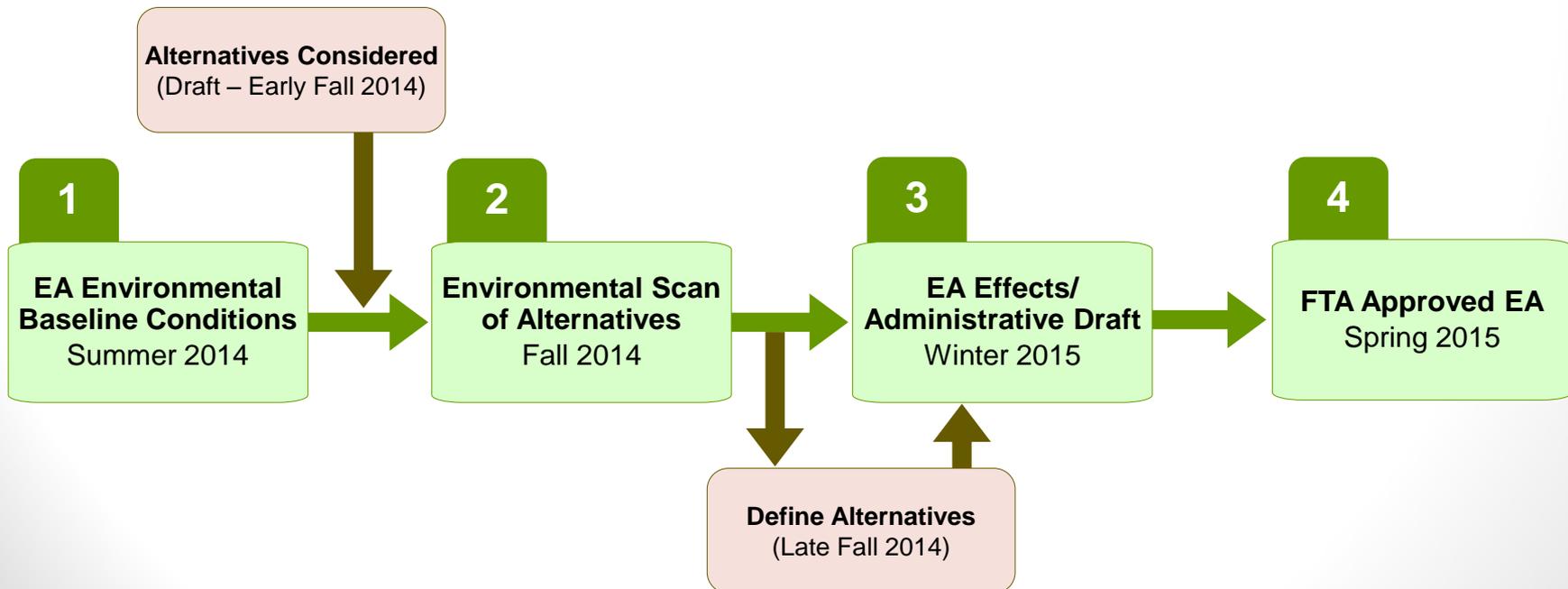
# Build Alternative Refinement

- City Council adopted recommendation with addition that staff optimize alignment to better serve Northern Virginia Community College
- Additional Issues to Resolve
  - Balance stop spacing
  - Refine access to Landmark Mall
  - Determine initial cross section on Van Dorn Street



# Environmental Assessment

- Four Key Milestones
  - Environmental Baseline Conditions
  - Environmental Scan of Draft Alternatives
  - EA Effects/Administrative Draft
  - FTA Approved EA





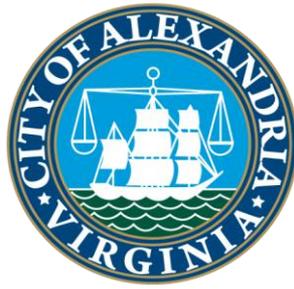
# Public Outreach and Coordination

- Public Kick-Off Meeting
  - May 22, 2014
  - 4:00 – 8:00 p.m. (open house)
  - Landmark Mall
- Policy Advisory Group
  - First meeting: early June (date TBD)
  - Mission: provide input on key deliverables and project recommendations related to the West End Transitway AA/EA
  - Review and provide guidance on:
    - Definition of project Purpose and Need
    - Refinement of alternatives
    - Evaluation measures and priorities
    - Evaluation results and determination of Locally Preferred Alternative
    - Results of the environmental analysis



Thank You

**QUESTIONS?**



# **2014 Transportation Long Range Plan**

Agenda Item #7



# Transportation Projects List

- **LRP**- *Unconstrained* list of transportation projects, programs and studies
- **Project Matrix** – *Constrained* list of transportation projects for which full or partial funding has been identified

Projects will only appear on one list



# Long Range Transportation Plan (LRP)

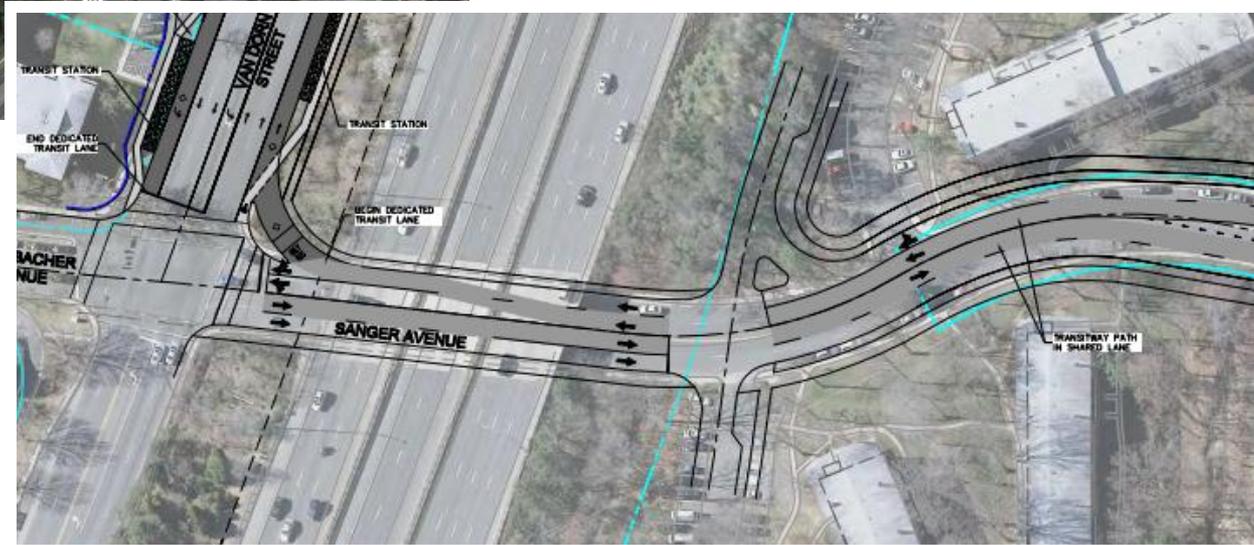
1. Project List – capital projects which are not funded (prioritized by the Transportation Commission)
2. Program List
3. Studies List



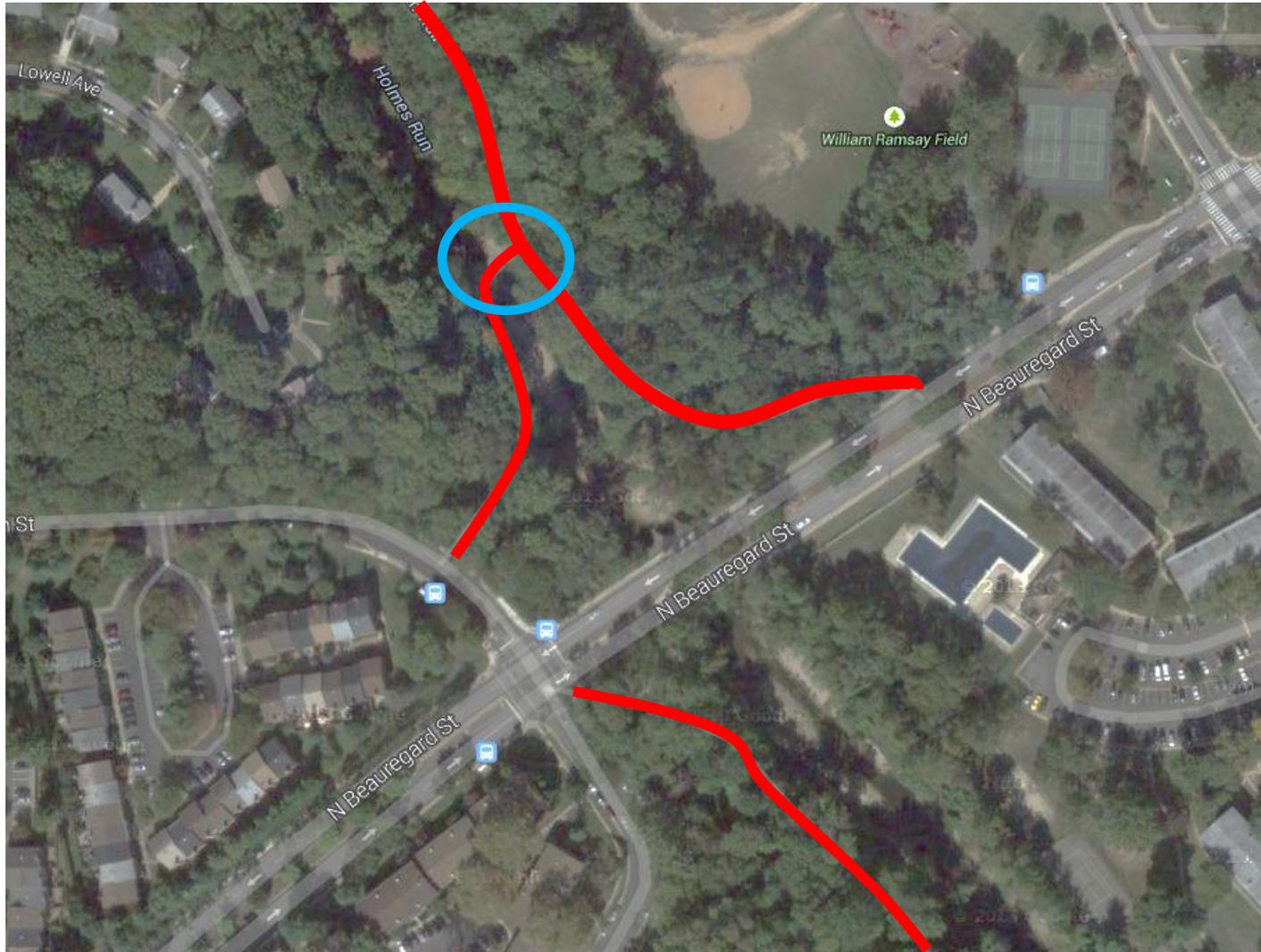
# 2014 Proposed New Projects

- Sanger Avenue bridge
- Mt. Vernon / W. Glebe Rd. intersection improvements (previously listed in the Programs section)
- Holmes Run Trail at Morgan Street
- Eisenhower East Circulator (from DASH COA)
- Van Dorn Circulator (from DASH COA)

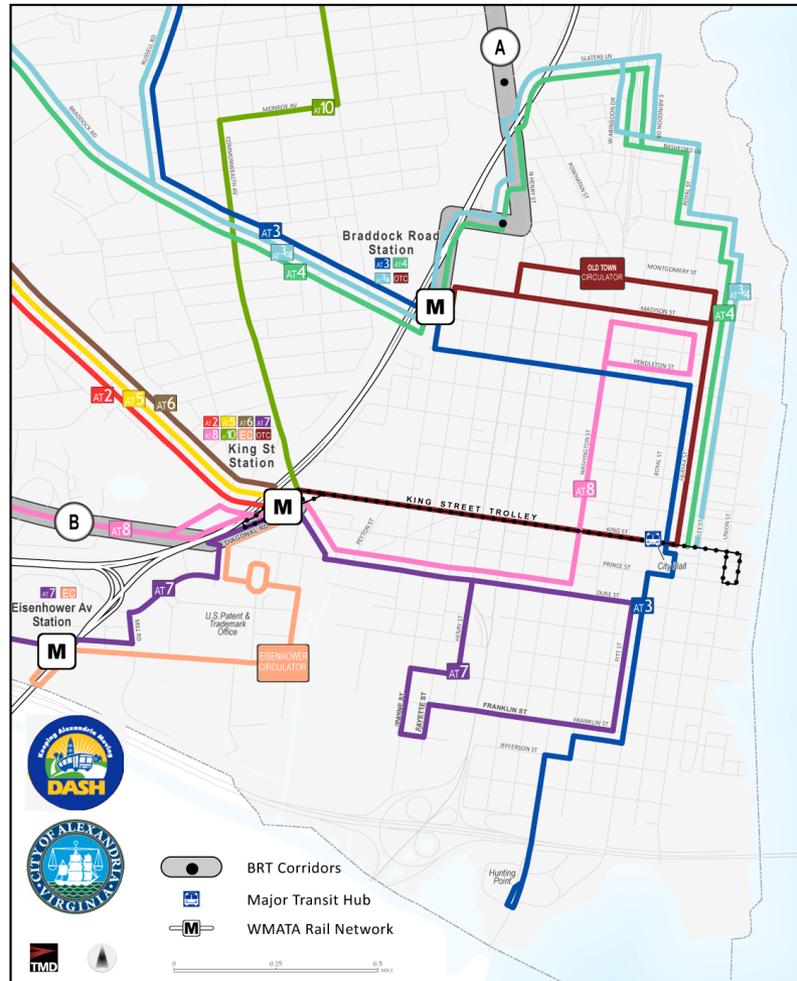
# Sanger Avenue Bridge



# Holmes Run Trail



# Eisenhower East Circulator



# Van Dorn Circulator





# 2014 – Study Deletions

- Edsall Road / S. Pickett Street Intersection
- Van Dorn Metrorail Station Access & Circulation Study
- Transitway Corridor A Circulator Study
- Braddock Metro parking requirements



# 2014 – Programs

- Propose to remove the “Programs” category since the programs are now covered through the Complete Streets Program

# Proposed LRP Schedule

May	Review draft of new LRP projects Review criteria and scoring procedure
June	Initial Screening of Projects Draft LRP
July	Public input Adoption of LRP by Transportation Commission



Thank You

**QUESTIONS?**