Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

Honorable Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

September 24, 2015

Re: Transportation Elements of Oakville Triangle/Route 1 Corridor Plan

Dear Mayor Euille, Members of City Council and Members of the Planning Commission:

At its September 16, 2015 meeting, the Alexandria Transportation Commission reviewed the draft Oakville Triangle/Route 1 Corridor Plan, including the transportation recommendations. The Commission moved to affirm that the transportation recommendations in the draft Oakville Triangle/Route 1 Corridor Plan are consistent with the goals outlined in the City's Transportation Master Plan, adopted in 2008, as outlined in the attached summary prepared by Department of Transportation and Environmental Services staff.

In addition, the Commission affirmed that the plan excels in pairing transportation and land use policies to support the positive transformation of a key gateway and corridor in our City.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan. Our action on September 16th was conducted to fulfill that oversight obligation.

The Commission appreciates your consideration of its input on this project.

Sincerely,

Nathan M. Macek
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Mark Jinks, City Manager
Yon Lambert, Director, T&ES
Carrie Sanders, Acting Deputy Director, T&ES

Enclosure: Staff matrix comparing Oakville Triangle/Route 1 Corridor Plan to Transportation Master Plan

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Transit		
Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.	Without the plan, is is assumed that the Potomac Yard Metrorail station will be constructed, along with continued operation of the Route 1 Metroway. Local transit services would remain as currently operated or planned. Without the plan, there will be lower land use densities, land uses with less compatibility with transit, and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.	The Corridor Plan includes a mixture of land uses with higher densities closer to Route 1 which encourages use of the Route 1 Metroway and the future Potomac Yard Metrorail station. All of the proposed land uses are within a quarter mile of the Metroway, and a half mile of the proposed Potomac Yard Metrorail station. The improved transportation network, including additional east-west non-motorized connectivity, and an additional pedestrian crossing across Route 1 will enhance connectivity to existing and future transit.
Pedestrian		
Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.	The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area. The current pedestrian facilities are limited, and many streets and uses are not connected by safe pedestrian facilities. There is a lack of east-west connectivity through the neighborhood, connecting Del Ray to Potomac Yard. The street network is disconnected and the narrow and non-ADA compliant pedestrian facilities can discourage people from walking. Without the plan, the limited network would remain.	The Corridor Plan recommends an improved street grid that will facilitate better pedestrian connectivity, and an improved east-west connection between Del Ray, Oakville Triangle and Potomac Yard. Multi-use paths are provided to connect recreation and open spaces, transit facilities, Mt. Jefferson Park, and adjacent neighborhoods. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.
Encouragement: The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.	The current pedestrian facilities are limited. Without the plan, this limited network would remain thereby promoting more vehicular trips, and discouraging healthy activities.	The improved street grid and associated pedestrian facilities will help to encourage walking between uses and to transit. The new facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.
Education: The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.	Today, there is a disconnect between many residential areas and schools (Mt. Vernon School) within the surrounding neighborhoods and the limited pedestrian facilities are not ADA compliant or are in poor condition. These existing conditions can discourage walking to schools. Without the plan, there is no guarantee that pedestrian improvements would be made within the plan area.	The Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. In addition, the Plan includes improved connections to schools and recreation centers from within the plan area, and to surrounding neighborhoods. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.	The current pedestrian facilities are limited (see above). Without the plan, this limited network would remain. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.	The Corridor Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, including an additional pedestrian crossing across Route 1. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.
Bicycle		
Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.	Today, there are limited bicycle facilities within the plan area or surrounding area, including an off-street bike facility along a portion of Route 1 (east side) north of Glebe Road. The Transportation Master Plan envisions a shared use path along Route 1, and a shared use path through Mt. Jefferson Park.	The Corridor Plan recommends a comprehensive network of bicycle facilities, including an enhanced bicycle facility along Glebe Road, and along Swann Avenue to connect to Mt. Jefferson Park/trail and to the Del Ray neighborhood. In addition, the plan includes improvements to the existing trail within Mt. Jefferson Park, to accommodate bicyclists and provide connectivity between Calvert Street and Custis Avenue / Route 1. These facilities provide improved access to land uses and transit both within the plan area, and to surrounding neighborhoods and regional connections such as Four Mile Run Trail and the Potomac Avenue trail. The plan requires for a minimum of two bikeshare stations to be implemented.
Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.	The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.	The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Corridor Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.
Education: The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.	The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school. Without the plan, there are no planned improvements to the bicycle network.	The Corridor Plan recommends improved bicycle facilities. It includes improved connections to schools from within the plan area, and to surrounding neighborhoods. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Safety: The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.	The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements.	The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. However, it is anticipated that the improved street grid and bicycle facilities recommended in the Corridor Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.
Streets and Neighborhood Protection (Traffic Calming)		
Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.	The City's current Transportation Master Plan identifies limited improvements within the plan area, such as intersection improvements focused on pedestrian safety (along Route 1 and at Glebe Road). Without the Corridor Plan, the street configuration and pedestrian facilities may remain as they are today.	The plan recommends a street grid that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. Traffic calming measures will also be addressed along Montrose Avenue.
Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.	The Transportation Master Plan currently identifes Route 1 as an arterial, Glebe Road as a primary collector, Windsor Avenue and E. Reed Avenue as residential collectors, and all other streets as local streets. Without the plan, it is unlikely that these designations would change, unless future development resulted in a major roadway that required a redesignation.	The plan recommends some changes to the roadway classification. The improved grid results in a north-south parallel street to Route 1 (between Fannon St. and Glebe Road), which could be classified as a residential collector, and a new local street parallel to Mt. Jefferson Park.
Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".	The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. Therefore, the ability to change to a "people first" culture is less likely without the Corridor Plan.	The Corridor Plan recommends a compact layout with a mixture of land uses, and improved road grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities. A key feature of the plan is to provide a more human scaled, memorable place that focuses on people. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".

Oakville Triangle / Route 1 Corridor Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, September 16, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Base the expenditure of public resources on need.	Without the Plan, there are currently no major transportation projects proposed for the plan area, except for interim bike lanes proposed along Glebe Road through the Complete Streets program. Some intersection improvements were also identified in the North Potomac Yard Plan as mitigation. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.	The Corridor Plan anticipates the redevelopment of residential areas and streets by individual developers. These residential streets would be designed in a manner that keeps vehicular speeds low, and encourages pedestrian activity. The costs for most of these improvements, along with the proposed mitigation improvements (i.e., Route 1 / Glebe intersection) would be bourne by the developer, rather than public resources.
Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.	The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, potential projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.	The Corridor Plan recommends a road system designed in a manner to reduce vehicular speeds, especially on residential streets. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and varying pavement materials. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements. Traffic calming measures will also be implemented along Montrose Avenue, and be developed using a public outreach process with area residents.
Parking		
A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.	Today, the area is dominated by light industrial uses, and the transportation system is focused on the automobile, which results in the need to provide extensive parking. The area includes onstreet parking and some large surface lots, and some spillover commercial parking occurs on residential portions of streets. On-street parking areas targeted specifically by use result in an uncoordinated and redundant parking system. Without the plan, these issues are likely to continue in the future, but may be partially or incrementally alleviated as individual properties are redeveloped.	The Corridor Plan recommends a mixture of uses near high capacity transit, and a multi-modal transportation system, which results in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Corridor Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces may be metered and be part of a performance parking program.