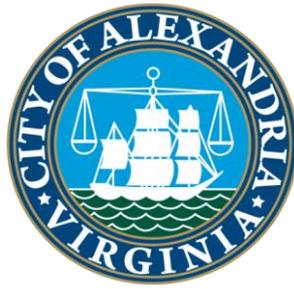




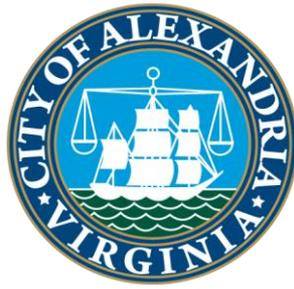
Transportation Commission

May 17, 2017



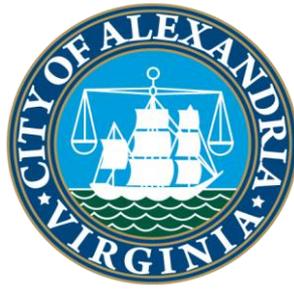
COMMISSION MINUTES: April 2017 Meeting

Agenda Item #1



Updates to Receive (Consent)

Agenda Item #2



Commission Updates

Agenda Item #3



Old Town North Small Area Plan PUBLIC HEARING

Agenda Item #4



Commission Charge

The Transportation Commission is created to advocate and promote development of balanced transportation systems for the City through **oversight of the implementation of the transportation element of the City's Master Plan**

OTN SAP Transportation Principles

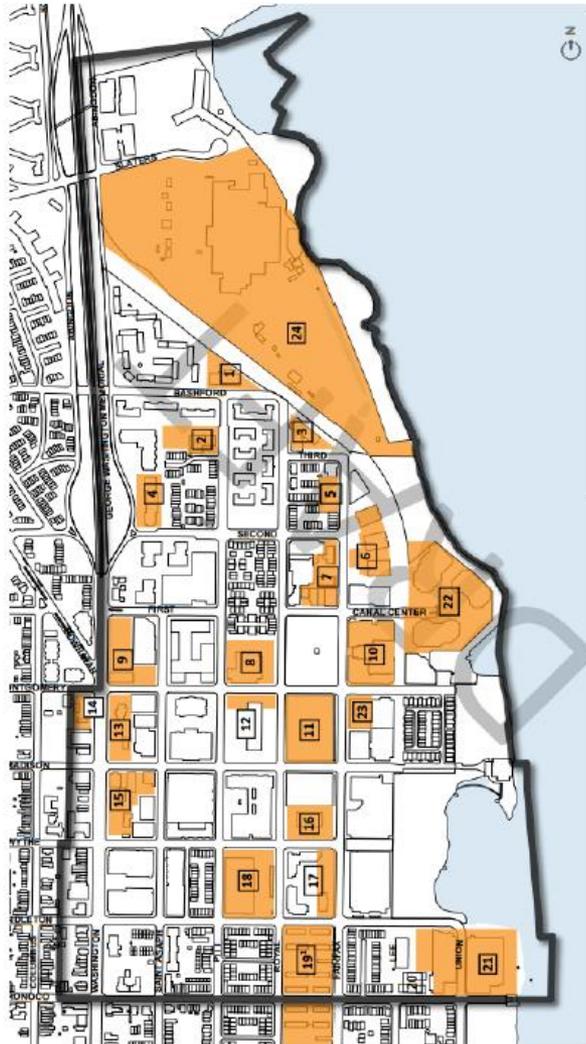
- Further encourage an integrated multimodal transportation network using the existing street grid, and grid extensions where necessary, to promote a healthy, auto independent lifestyle



Opportunities

- Promote accessibility
- Promote public transit
- Promote walkability
- Connectivity between Marina Towers, Parkway, Old Town
- Strengthen ped/bike/transit links to Metro
- Historic trolley using rail tracks – connect to Potomac Yard, Braddock, Old Town

OTN SAP Update Planning Area Boundary



1974 City of Alexandria
Master Plan – Goals and objectives to
to guide transformation of this
industrial area to a
mixed use urban neighborhood.

1992 OTN SAP – Provided urban
design and zoning tools to further facilitate
the transformation of OTN as a mixed use
urban neighborhood.

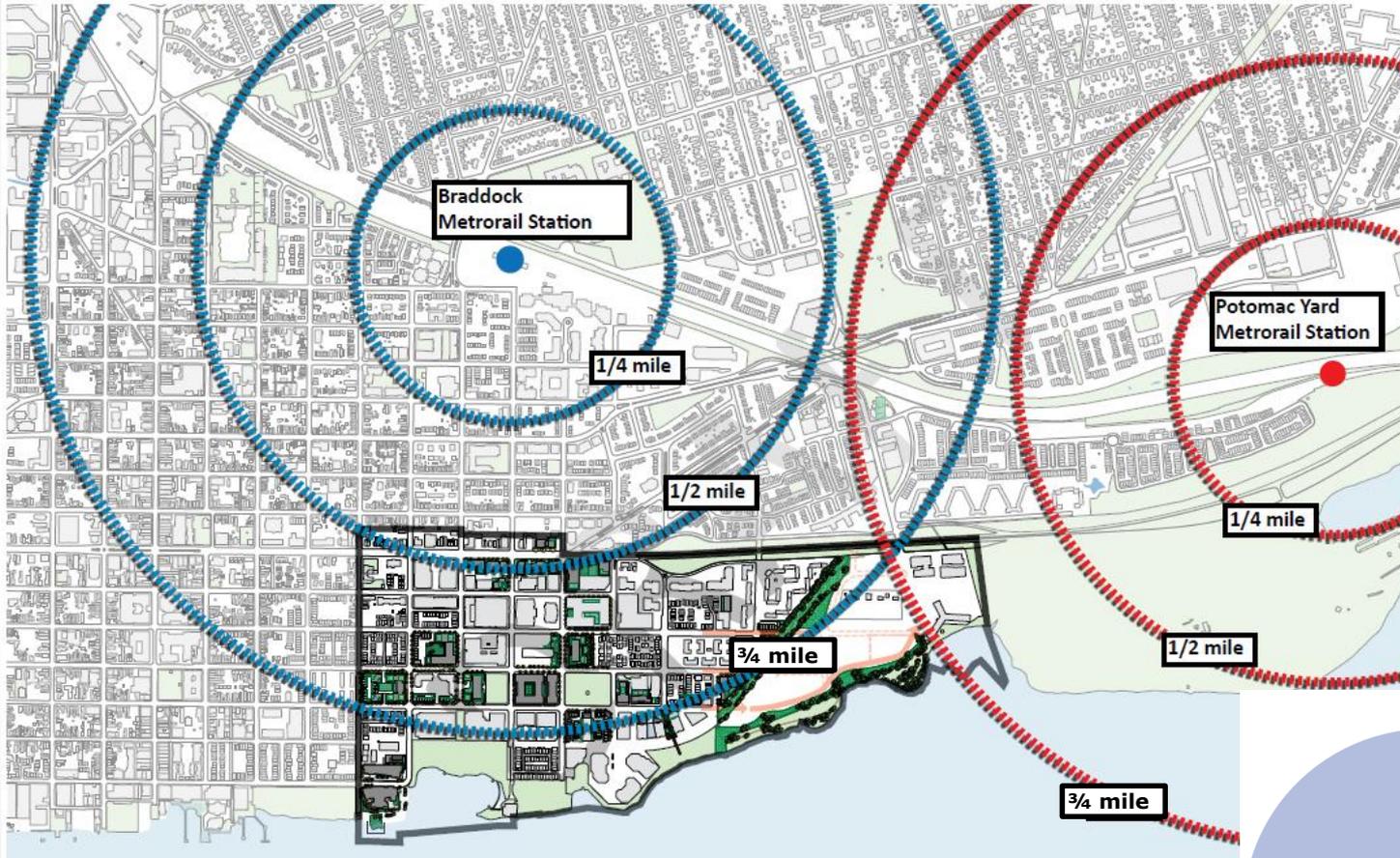
2017 OTN Update – To guide anticipated new
development over the next 20 years
in a manner consistent with
the goals of the 1974 and 1992 Plans and
the overall desire to further create and
sustain a vital, balanced, mixed use urban
neighborhood.

200 Acres with Right of Way.

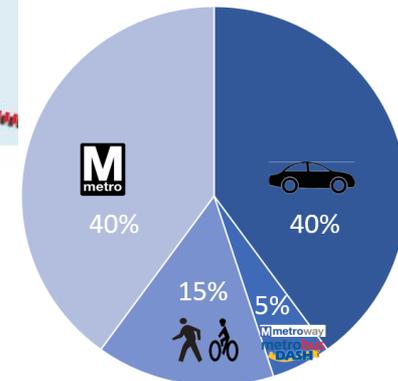
Perspective View



Transportation



- LEGEND**
- Old Town North Plan Boundary
 - Braddock Metrorail Station Walkshed
 - Potomac Yard Metrorail Station Walkshed



Pedestrian Improvements



- Substantial demand for pedestrian access
 - Braddock Metro Station
 - 4% of people walk to work
 - 26% of Households make less than \$50,000 per year
- Baseline improvements
- New Street Network in Power Plant site
- Trail Improvements in Linear Park and waterfront
- Green Streets

LEGEND

Existing

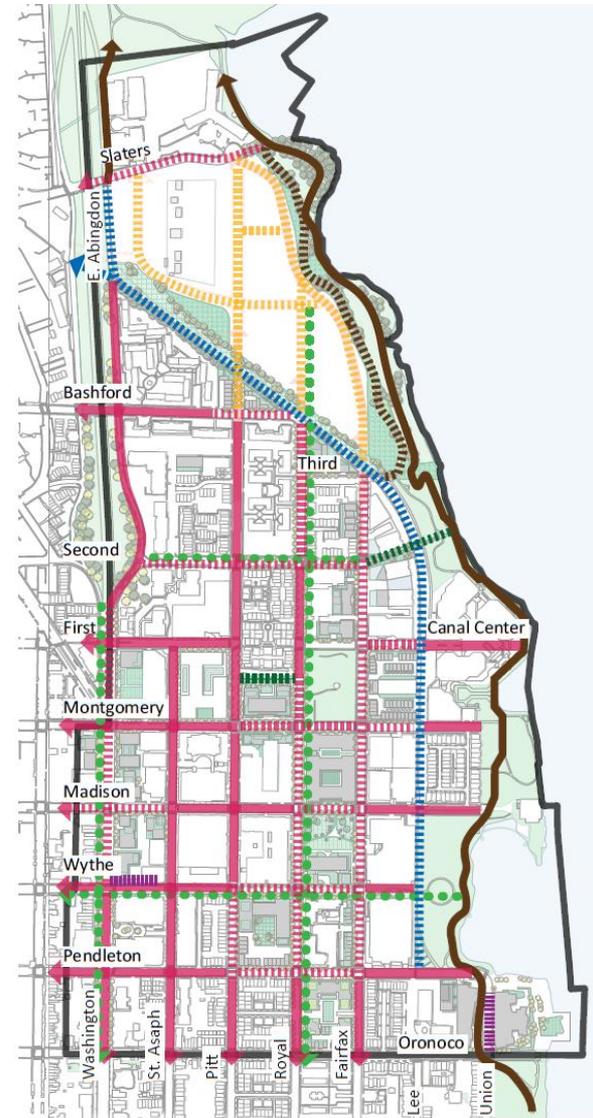
- Existing Multi-Use Path
- Existing Sidewalks

Enhanced

- Enhanced Multi-Use Path
- Enhanced Sidewalks
- Install Missing Sidewalk
- Proposed Green Street

New

- New Multi-Use Path
- New Sidewalks
- Potential Mid-Block Pedestrian Connection



Roadways



- Good street grid and connectivity within most of Old Town North
- Future grid should be extended into Power Plant site as it develops
- Consistency with Complete Street Typologies

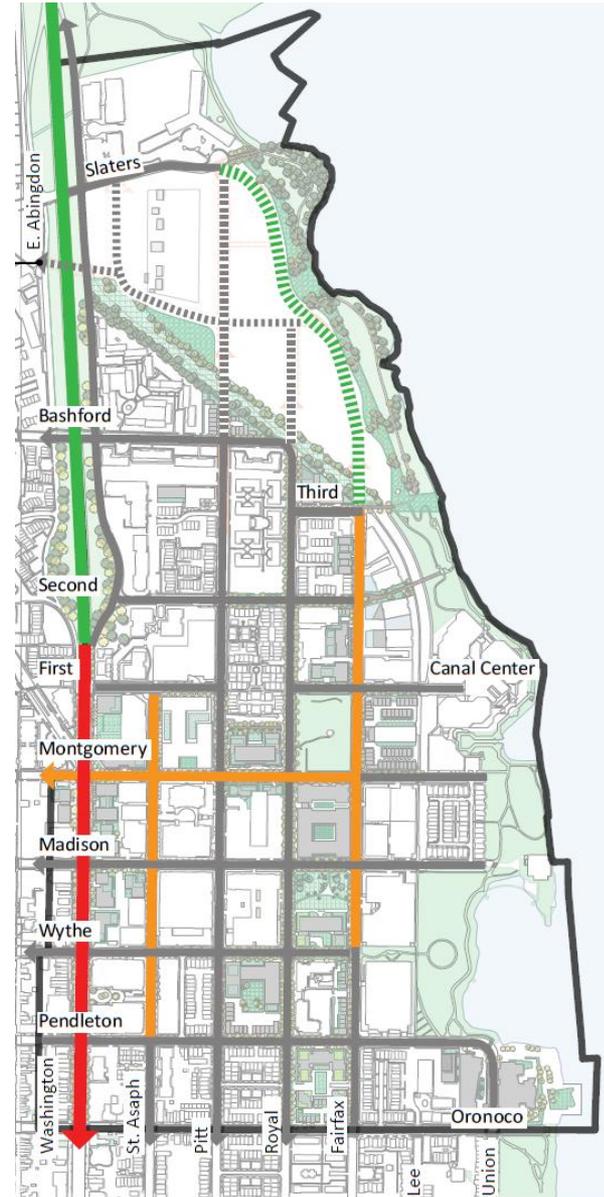
LEGEND

Existing Streets

- Mixed-Use Boulevard
- Main Street
- Neighborhood Residential
- Parkway

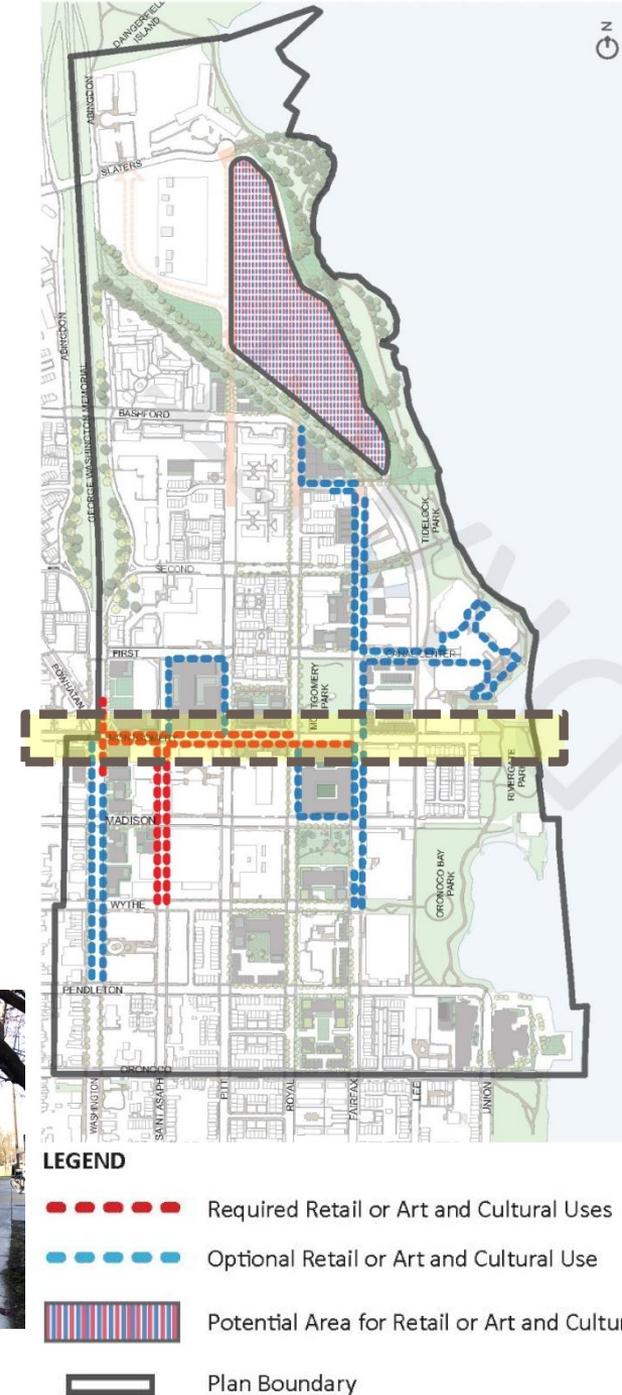
Potential New Streets**

- Parkway
- Main Street
- Neighborhood Residential



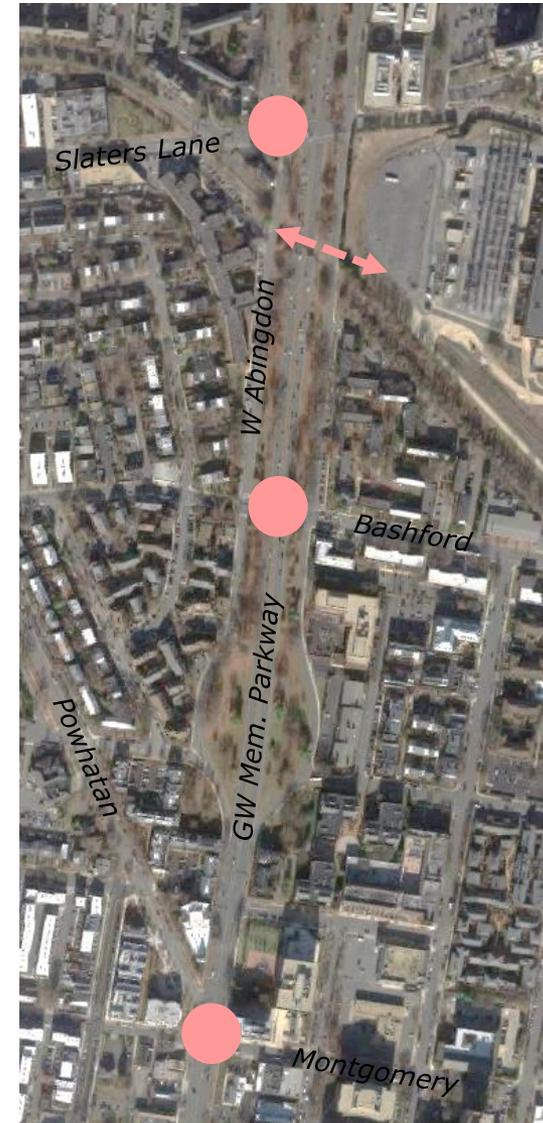
Montgomery Street

- Montgomery Street recommended to convert from a one-way operation to a two-way operation
- 80% of great retail streets are two-way
- Advantages of a two-way street:
 - A more pedestrian friendly street
 - Direct Access to retail and commercial uses
 - Access to offices and the waterfront
- Converting Montgomery Street to a two-way operation does not adversely impact traffic operations



2040 Build Traffic Operations

- Washington at Montgomery Street
 - Powhatan Street converted to Right-in / Right-out at Washington Street
 - Left turn pockets added on Montgomery Street at Washington Street (both directions)
- Additional mitigation
 - NB and SB left turns provided at Washington Street and Montgomery Street
 - New east-west street from Power Plant to W. Abingdon Lane
 - Lane configuration improvements on W. Abingdon and E. Abingdon at Slaters Lane
 - Lane configuration improvements on Bashford Lane



Washington / Montgomery



- Added left turn lanes
- Signal timing improvements
- Designated Truck loading

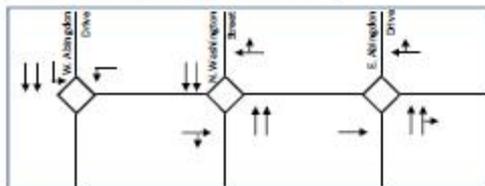
Slaters / E. & W. Abingdon



New East-West Road

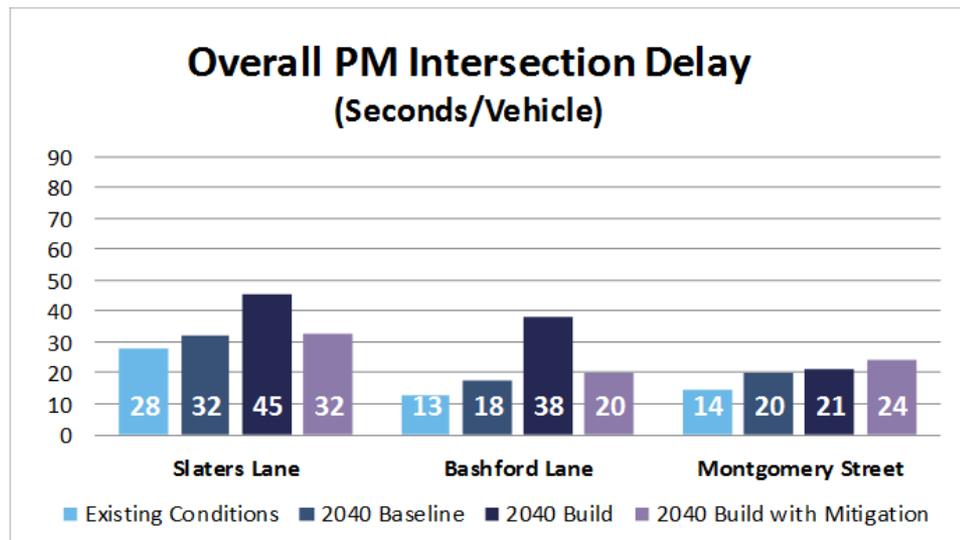
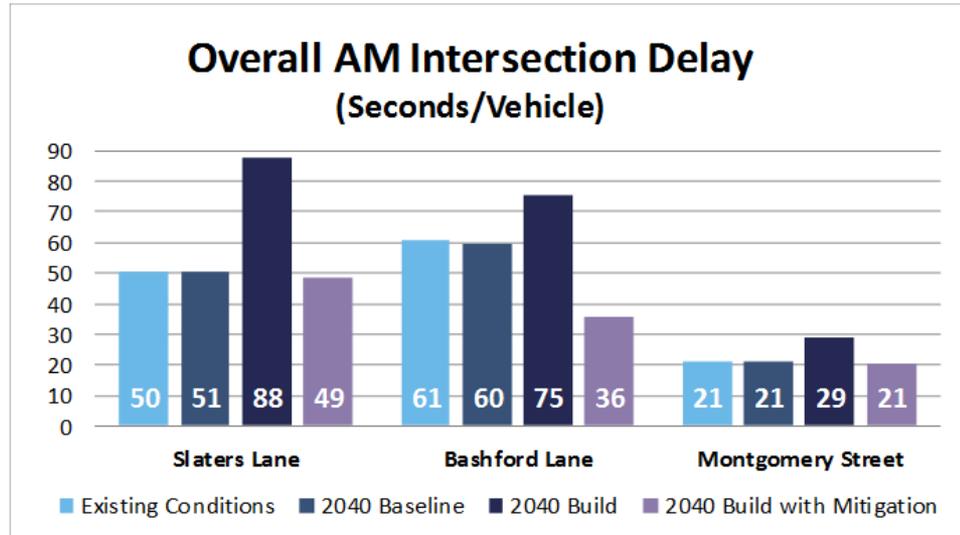


Lane Configuration Concept



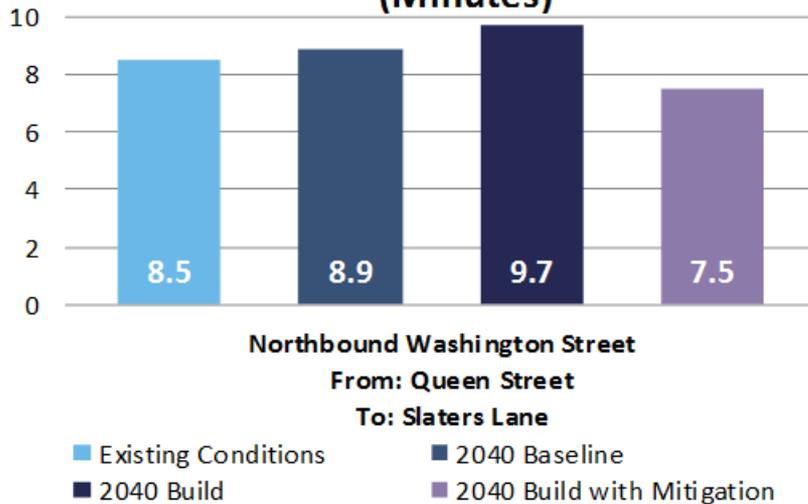
Note: East-west connectivity is provided for pedestrians and bicycles access to existing Mt. Vernon Trail and Power Plant site recreational facilities

2040 Build Traffic Operations

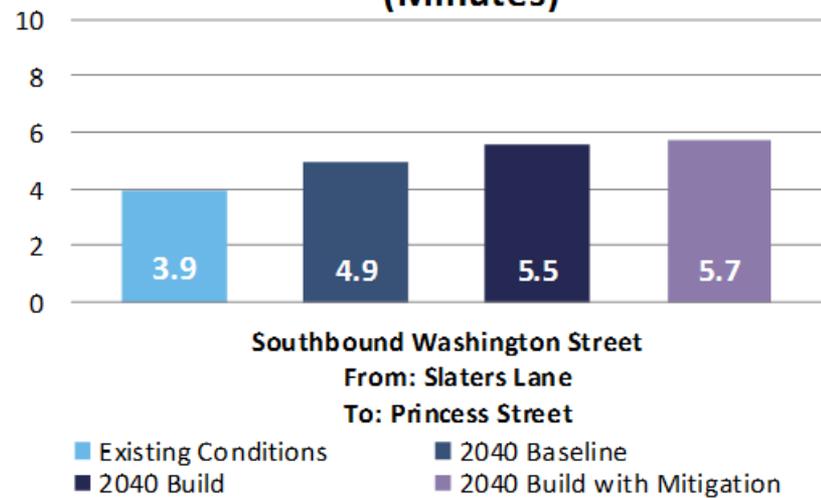


2040 Build Traffic Operations

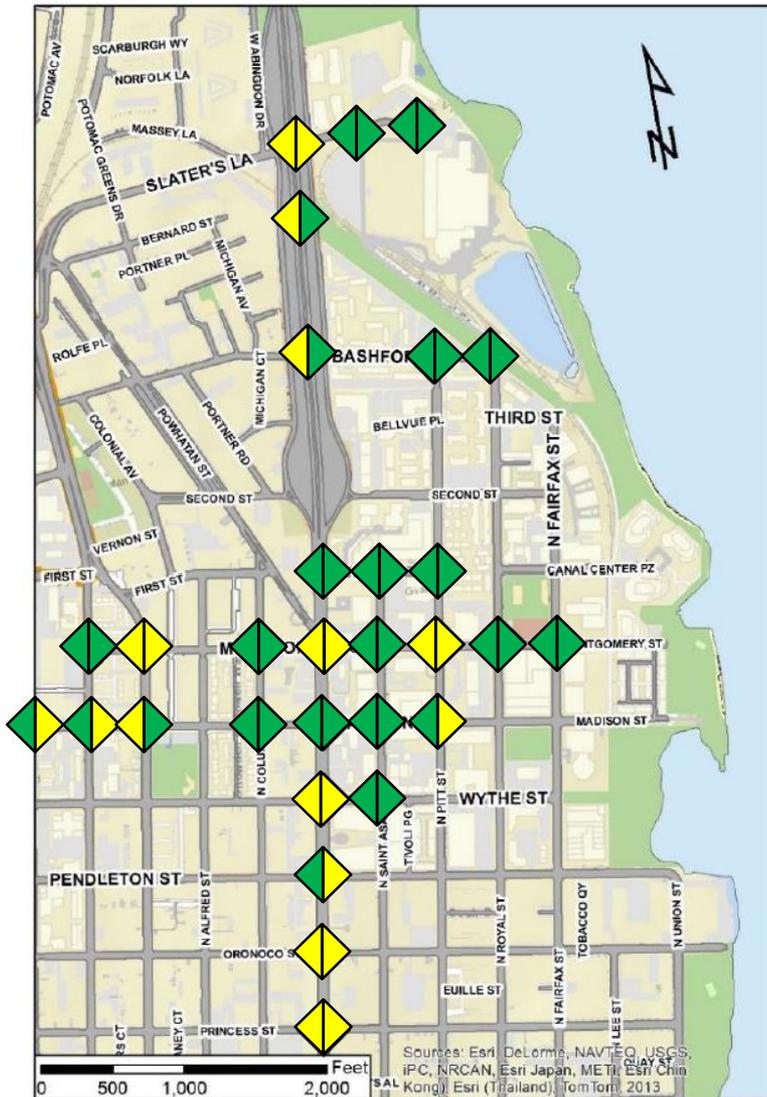
Northbound AM Travel Time (Minutes)



Southbound PM Travel Time (Minutes)



2040 Build Traffic Operations



- Washington / Montgomery improvements
- New East-West Road
- Lane reconfiguration at W Abingdon and Slaters
- Lane reconfiguration at Washington at Bashford
- Non- Washington St intersections operate similar to Build scenario
- Washington St intersections improve as a result of mitigation, at LOS D or better

LEGEND:

- AM/PM Overall Intersection LOS A or B
- AM/PM Overall Intersection LOS C or D
- AM/PM Overall Intersection LOS E or F



Parking

- Consider paid parking / meters near retail corridor
- Promote shared parking
- Enforcement / technology to capture long duration parkers
- Adjust on-street parking restrictions to generate turnover
- Improve wayfinding and user information
- Power Plant site – partnership to construct public access parking with some City control on management, operations, pricing

Emerging Transportation Technologies

- Consider autonomous vehicles and other emerging trends as part of future transportation studies
- Future roadway and building / parking design should incorporate elements that may be influenced by autonomous vehicles and other transportation technologies



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Next Steps

- June 6 – Planning Commission (Tent.)
- June 24 – Council (Tent.)



Questions?