

Oakville Triangle & Route 1 Corridor Planning

Advisory Group Meeting #7

October 27, 2014



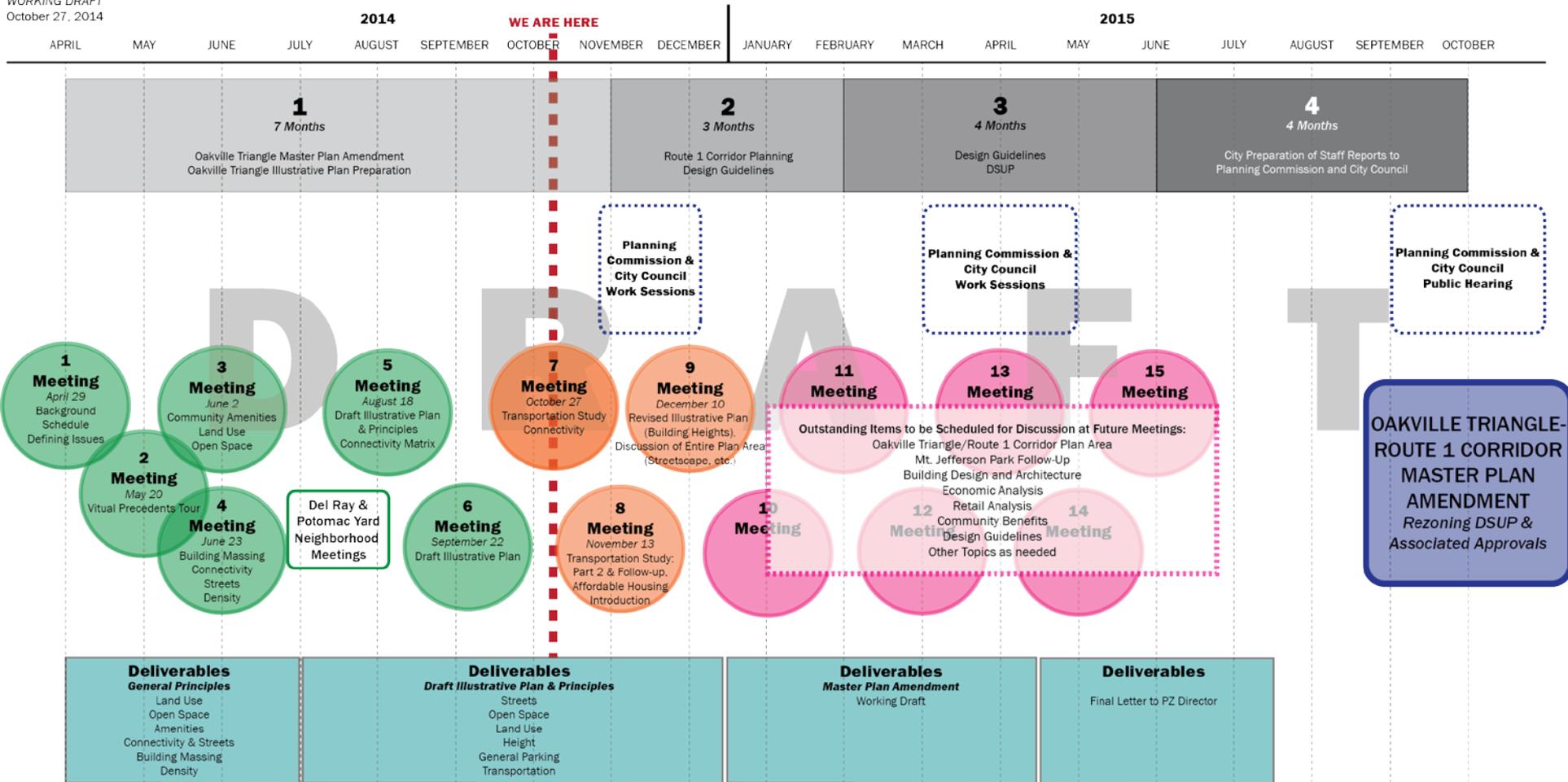
Agenda

- 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



Process and Schedule

DRAFT OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM
 WORKING DRAFT
 October 27, 2014

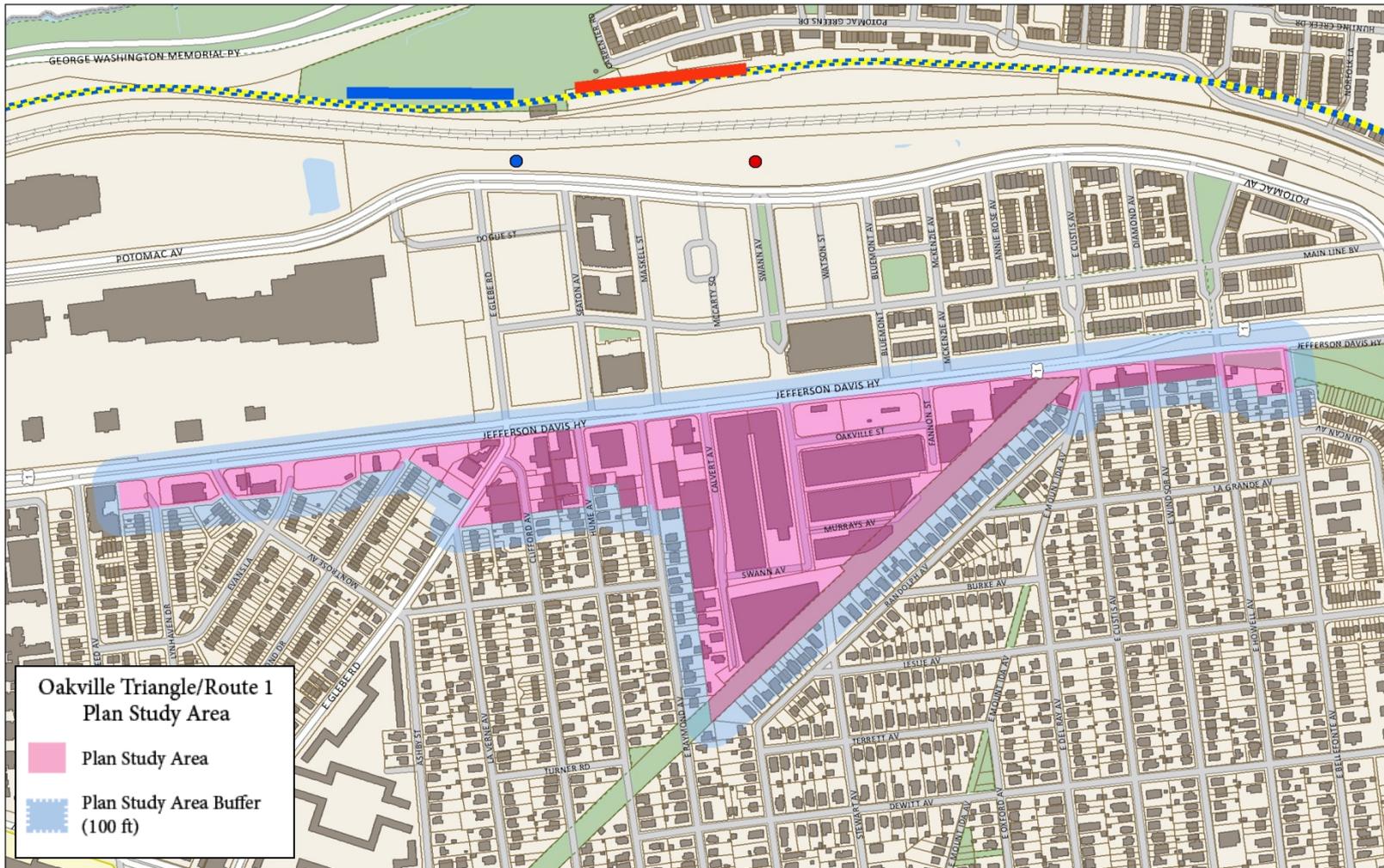


Mt. Jefferson Park Planning

- 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

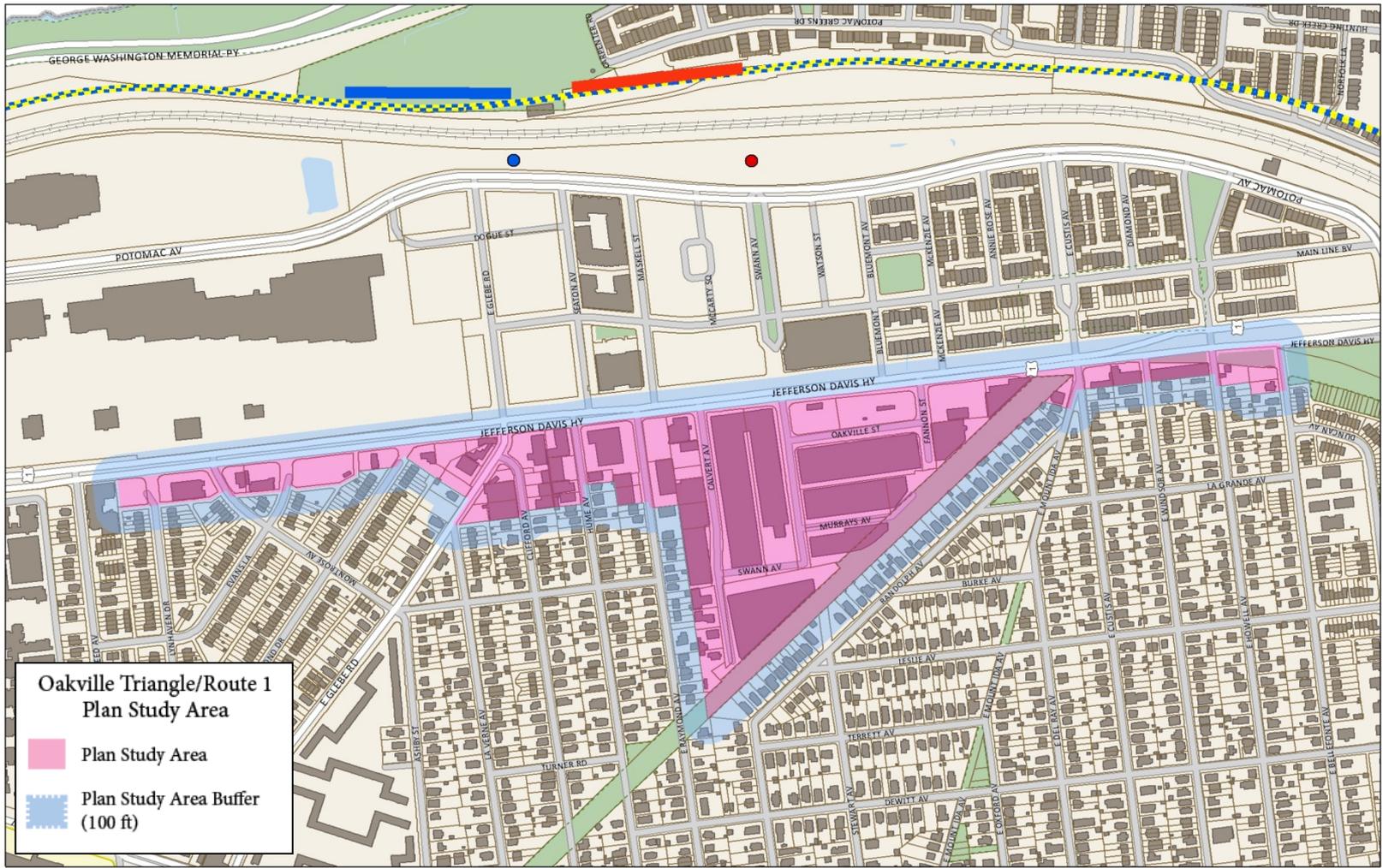
Analyze Traffic Conditions

Identify Mitigation

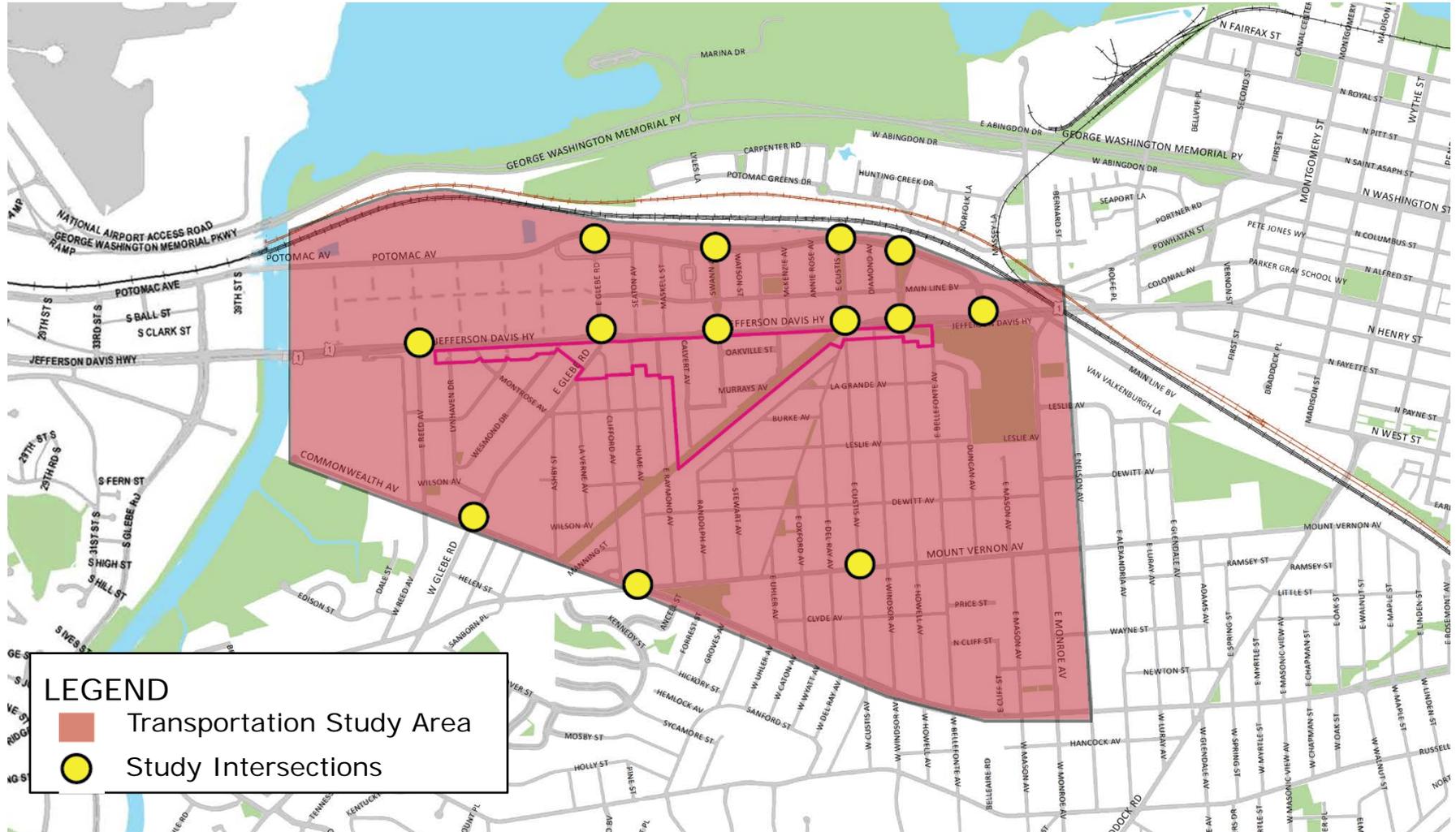
Methodology

- 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



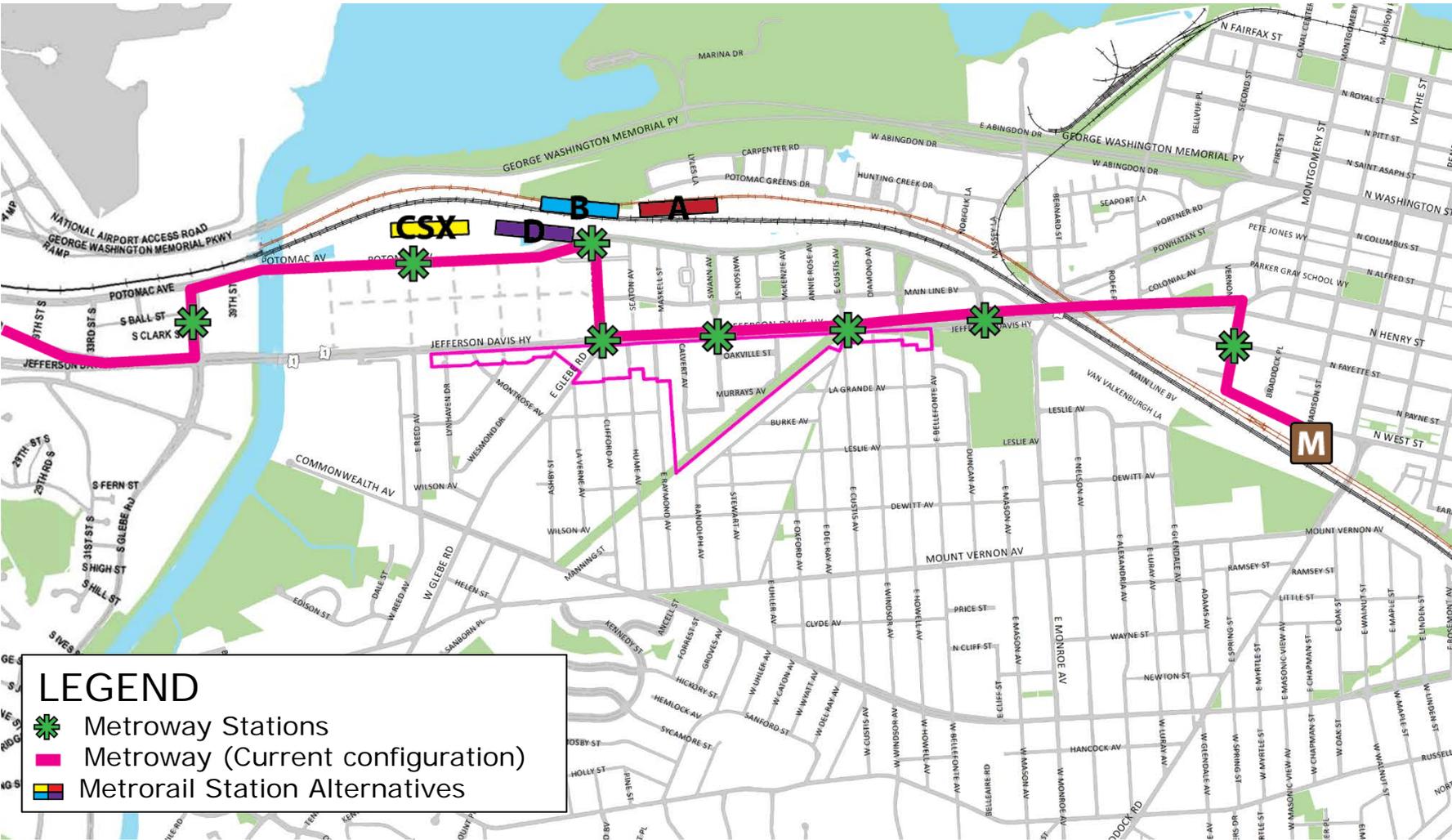
Transportation Study Area



Existing Transportation Infrastructure



Existing & Future Transportation Network



Scenarios

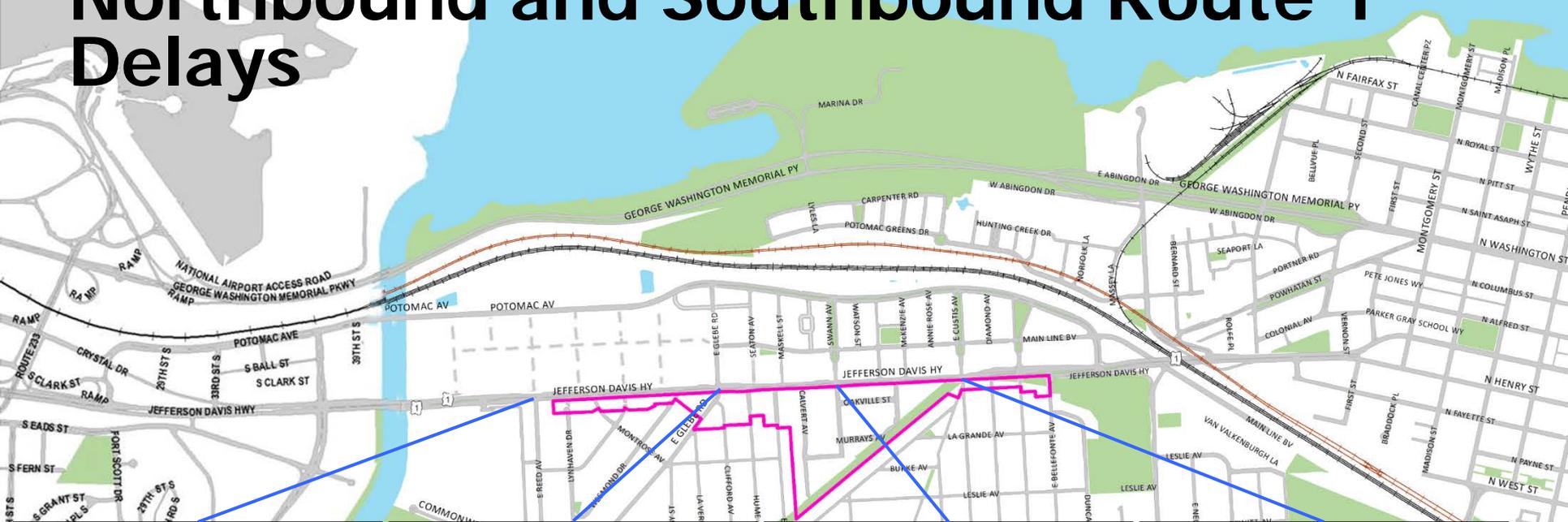
- Existing Traffic
 - Traffic on Roads today
- Future Traffic without Development
 - Existing traffic
 - Traffic from approved and unbuilt developments
 - Regional growth on major corridors (Route 1)
- Future Traffic with Development
 - Future traffic without development
 - Traffic from proposed development (Oakville Triangle/Route 1)
 - Credit for existing trips

Assumptions

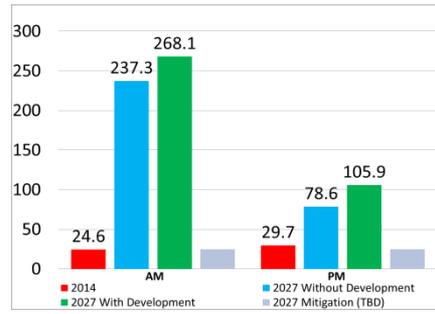
- Development:
 - **1.5M SF (Oakville)**
 - **1M SF (Rest of plan area)**
- Background Development:
 - **Approximately 7.3M SF** in Potomac Yard and surrounding neighborhoods
- New Metrorail station operational
- Enhanced bicycle and pedestrian network



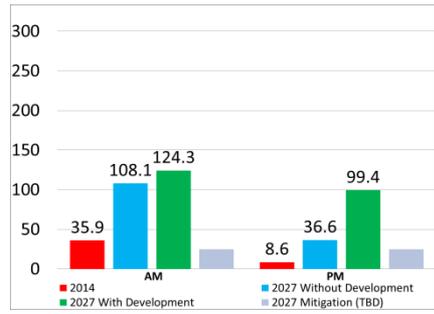
Northbound and Southbound Route 1 Delays



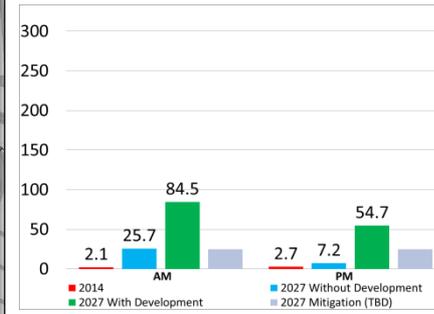
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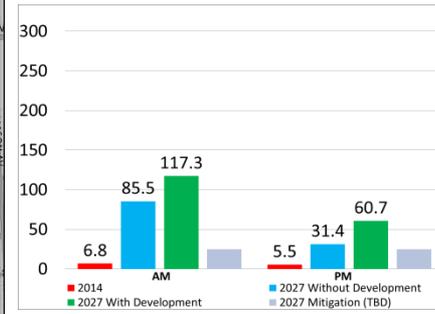
Glebe



Swann



Custis

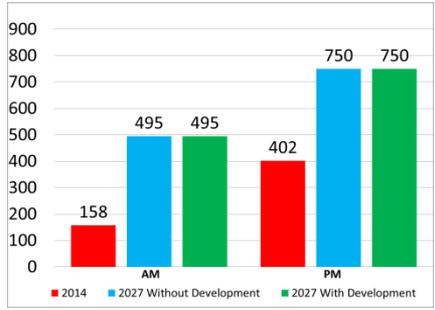


Legend (measured by time in seconds per vehicle):
 2014 AM Northbound/PM Southbound Peak Hour Vehicle Delays
 2027 Without Development AM Northbound/PM Southbound Peak Hour Vehicle Delays
 2027 With Development AM Northbound/PM Southbound Peak Hour Vehicle Delays
 2027 Mitigation AM Northbound/PM Southbound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

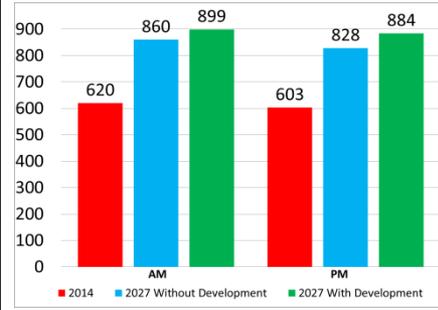
Traffic Volumes on Residential Streets



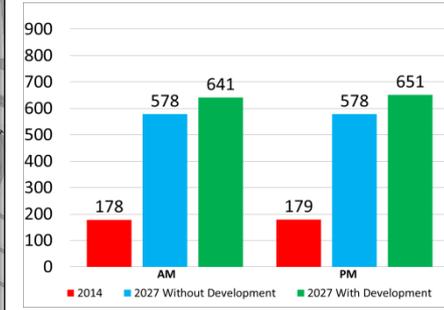
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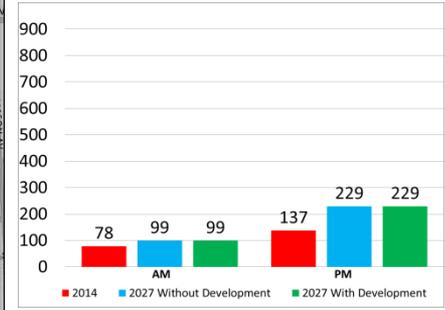
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Custis



Howell



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

Connection Option	Direction	Timing	Potential Connection Types			Planning Level Cost Estimate Range (Does not include land or design/engineering costs. These are preliminary numbers and subject to change)	Property and Infrastructure Impacts and Technical Feasibility	Connection Types Recommended for Further Study by Staff			Staff Recommendation
			Ped	Bike	Car			Ped	Bike	Car	
North/South road west of Route 1 through commercial and industrial properties to Glebe Rd.	North-South	±5-10+ yrs	Y	Y	Y	\$1.5M-2.5M	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 20+ commercial- or industrial-zoned parcels. Creates opportunity for improved access for potential redevelopment. These new blocks enable the closure of undesirable curb cuts 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.	Y	Y	Y	Staff recommends retaining this connectivity option for additional study.
Oakville Triangle (Calvert Avenue) north to Raymond Ave through Mt. Jefferson Park	North-South	±0-5yrs	Y	Y	Y	\$250-450K	Potential two-way vehicular circulation. Would result in loss of Public Open Space (+/- 6,000 sf) which would require replacement. The existing dog park would need to be relocated. A proposed road may require significant grading and mitigation. The street would be configured in a way to maintain the uninterrupted trail/path within 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.	Y	Y	Y	Staff recommends retaining this connectivity option for additional study.
Stewart Ave connection through Mt. Jefferson Park	East-West	±0-5 yrs	Y	Y	Y	\$250-450K	Potential two-way vehicular circulation. Would result in loss of Public Open Space (+/- 2,500 sf) which would require replacement. Would bisect the Mt. Jefferson Park and impact the natural uninterrupted character of the linear trail. A proposed road would require limited grading. The Department of Recreation, Parks, and Cultural Activities will be opening the fence in late 2014 at Stewart Avenue to provide maintenance and pedestrian/bike access to Mt. Jefferson Park. Additional pedestrian and/or bike access could be accommodated as part of the redevelopment of Oakville Triangle and associated Mt. Jefferson Park and Trail improvements.	Y	Y	N	Staff does not recommend a vehicular connection at Stewart. Staff does recommend retaining pedestrian and bicycle connectivity option for further study.
Additional signalized intersections along Route 1	East-West	±0-10 yrs	Y	Y	Y	\$300-500K	Potential two-way vehicular circulation with a median break and new traffic signals. Pedestrian crosswalks would also be included to connect Oakville Triangle to Potomac Yard. Requires reconfiguration and reconstruction of the recently completed transitway, including interruption of transit service during construction, and permanent changes to signal timing. Would also involve removal of significant amount of existing landscaping and trees to install new left turn lanes. New intersection not supported by staff due to impacts to the transitway operation and traffic. Staff will study potential solutions for pedestrian cross-traffic at non-signalized intersections along Route 1.	Y	Y	N	Staff does not recommend adding additional signals for vehicular traffic along the newly constructed Metroway on Route 1. Staff does recommend continuing to study potential additional pedestrian signals for enhanced pedestrian and bicycle circulation.
Move Fannon Street in Oakville Triangle north to align with Bluemont Ave in Potomac Yard	East-West	±0-5 yrs	Y	Y	Y	\$300-500K	Potential two-way vehicular circulation with a median break and new traffic signals. Pedestrian crosswalks would also be included to connect Oakville Triangle to Potomac Yard. Requires reconfiguration and reconstruction of the recently completed transitway, including interruption of transit service during construction, and permanent changes to signal timing. Would also involve removal of a significant amount of existing landscaping and trees to install new left turn lanes. New intersection not supported by staff due to impacts to the transitway operation and traffic. Staff will study potential solutions for pedestrian cross-traffic at non-signalized intersections along Route 1. A new street would also impact existing right-of-way access for existing businesses and parcels south of Fannon St., as well as create awkward leftover site parcels after reconfiguration of the road.	N	N	N	Staff does not recommend adding additional signals for vehicular traffic along the newly constructed Metroway on Route 1.

■ All mode options recommended for further study
■ Some mode options recommended for further study
■ No mode options recommended for further study

