

Transportation Committee

Issues for March 19, 2007 MTP Public Forum

Navy League Building – 7:00 pm

- 1. Should streets be rebuilt with narrower lanes to manage traffic speeds on arterial streets and create local streets that operate as “Yield Streets”? How prescriptive should the MTP be in providing street design standards?**

The curb lanes on arterial streets where bus and significant truck traffic is expected should be 11 feet wide. Interior and dedicated turn lanes are generally designed to be 10 feet in width. Accommodations may be made for bicyclists that include dedicated bicycle lanes (generally 5-foot wide) or shared curb lanes up to 14-feet in width....Raised medians should be a minimum of 6-feet...(S34)

Table 2 Local Streets Design Criteria (S2) The Urban Center Local Streets and Neighborhood Principal Streets design standard is 2 travel lanes, 28-30 feet wide with parking on one side and 34-36 feet with parking on both sides. The design standard for neighborhood streets is “shared lane” such that opposing vehicles share a single lane. Widths are 20 feet with no parking, 21-27 feet with parking on one side and 28-32 feet with parking on both sides.

- 2. Should the County pursue the construction of new streets in redevelopment areas when such streets would provide direct connections into residential areas? Should the County end the practice of eliminating street connections for non-safety related reasons?**

Arlington’s policy regarding its street network and new streets is to: (S27)

- Encourage development of new streets as part of redevelopment of large blocks (greater than 600 feet) and wherever else a new street can make traffic circulation and building access more efficient or reduce congestion.
- Require new streets wherever possible to connect on both ends to other streets or public alleys.
- Discourage the closure of existing routes (including street closure, conversion to one-way travel, turn restrictions or other connectivity degradations) unless suitable replacements are being provided..
- Consider reopening previously-closed streets where...enhance travel flow without adversely affecting the safety or livability of adjacent streets.

- 3. What is the significance of the new street typologies in the draft MTP? How could they address community concerns about arterial and local streets design and operation?**

6 New Typologies for Arterial Streets

1. Urban Center Retail - serves dense commercial area with ground-level retail, oriented to pedestrian, bicycle and transit
2. Urban Center Mixed-Use - serves dense mixed-use area, emphasizes pedestrian, transit and bicycles
3. Commercial Primary - serves low-medium density commercial more service or industrial in nature, emphasizes transit and motor vehicles, including commercial vehicles.
4. Medium-High Density Residential - medium to high density residential, emphasizes pedestrians, transit, bicycles and motor vehicle access.

5. Low Density Residential - serves mainly single family homes, emphasizes bicycles, pedestrians, local motor vehicle travel and transit access.
6. Regional Connector - combination of free-flow ramp and signalized access, primarily provides mobility through Arlington...as well as to major destinations within Arlington. Bicycle and pedestrian access is secondary but not optional and...emphasizes ...access across the facility. (S34)

Design standards are shown in Table 1 (S37). Urban Center Retail and Mixed Use and Residential arterials have 2-4 travel lanes. Commercial has 4 travel lanes. Only Commercial has a turning lane. The table also includes Transitway as a new street type.

4. Would establishing a Primary Transit Network be an equitable way to allocate transit resources? By what principles should we balance transit priorities against other modes?

Transit Goals, Objectives and Performance Measures (Table 3, T13)

By 2030, 33% of commute trips by Arlingtonians should be on transit.

Implement Primary Transit Network with maximum 15 minutes frequency during 18 hour day, 7-days a week.

Stops with more than 50 boardings a day should have a bus shelter with bench, system map and trash receptacle.

Stops with more than 300 boardings a day should have a Super Stop shelter, real time travel information and a bicycle rack. (T23)

Farebox revenue should account for at least 20% of each route's operating budget.

Minimum 20 revenue passengers per service hour for PTN service.

Routes with relatively low ridership should be reviewed annually to identify potential route and schedule changes that could reduce costs and/or increase usage and cost-efficiency.

As a strategy for moving people in Arlington, the PTN works because it is designed to serve a large share of the County's population with a minimum number of line miles, operating in the densest areas and providing frequent trips. (T19)

Definite PTN corridors are Columbia Pike, Lee Highway, Clarendon-Wilson Blvds, Glebe from Wilson to Route 1, Crystal Drive-Potomac Yard Transitway from Alexandria to Pentagon. (T26)

Secondary Transit Network...where land use is less intensive, demand is lower, and these service areas do not require high-frequency full-day service. (T32) The STN would serve two key markets...Low-medium and Low Density Residential (i.e., N. Quincy, Military, Yorktown Blvd, and Williamsburg...every 30 minutes during weekday peak, 60 minutes offpeak)...medium density area (with) long-term potential to become part of the PTN (30 minute headways 15 hours per day, 7 days per week). (T33)

5. How should the County provide travel options to private vehicles in the primarily lower-density, single-family residential areas?

In a survey of about 800 residents in the fall of 2005, the single largest concern regarding transportation in Arlington was traffic congestion (25 percent of respondents), followed by difficulty of parking (19% of respondents)....As cited in the 2005 survey, traffic congestion affects quality of life. It can impede service by other modes such as transit and it adds to social and environmental problems. (S8)

Traffic counts indicate a substantial growth in traffic volumes on interstates in Arlington. Also, north-south arterials such as George Mason Drive show continued growth in traffic while the

volume on east-west streets such as Columbia Pike have remained steady over the last 10 years.
(S9)