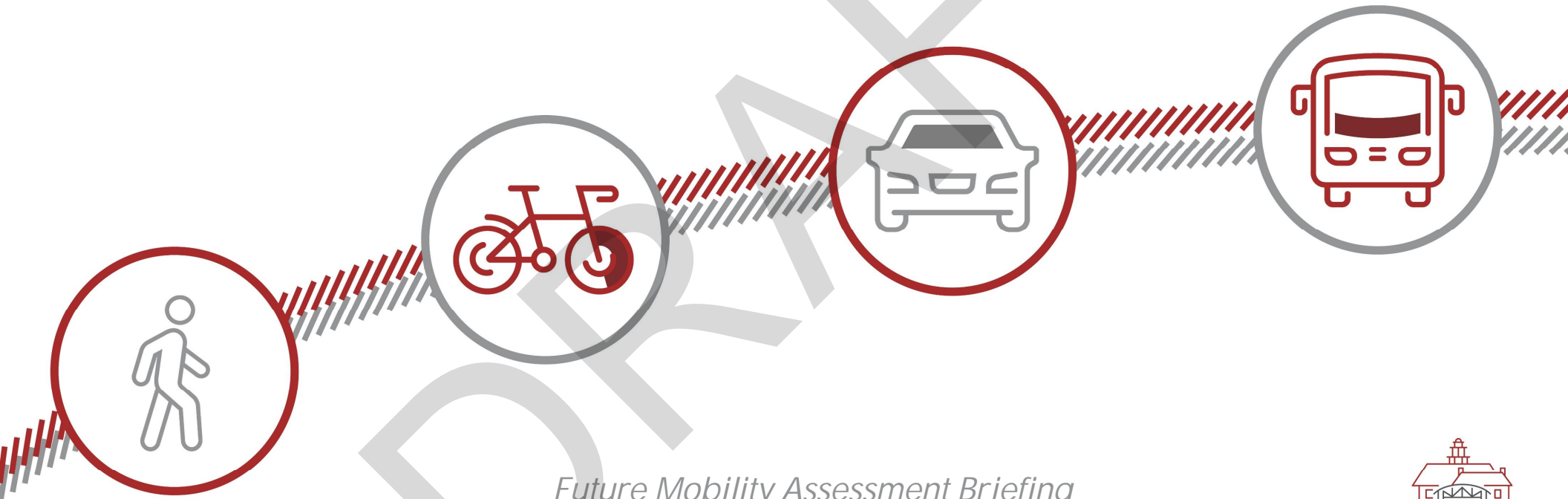


Maple Avenue Corridor

Multimodal Transportation and Land Use Study



*Future Mobility Assessment Briefing
Town Council Work Session
June 10, 2019*

Agenda

- Study Purpose
- Existing Conditions Refresher
- Future Conditions
- Summary and Next Steps
- Discussion

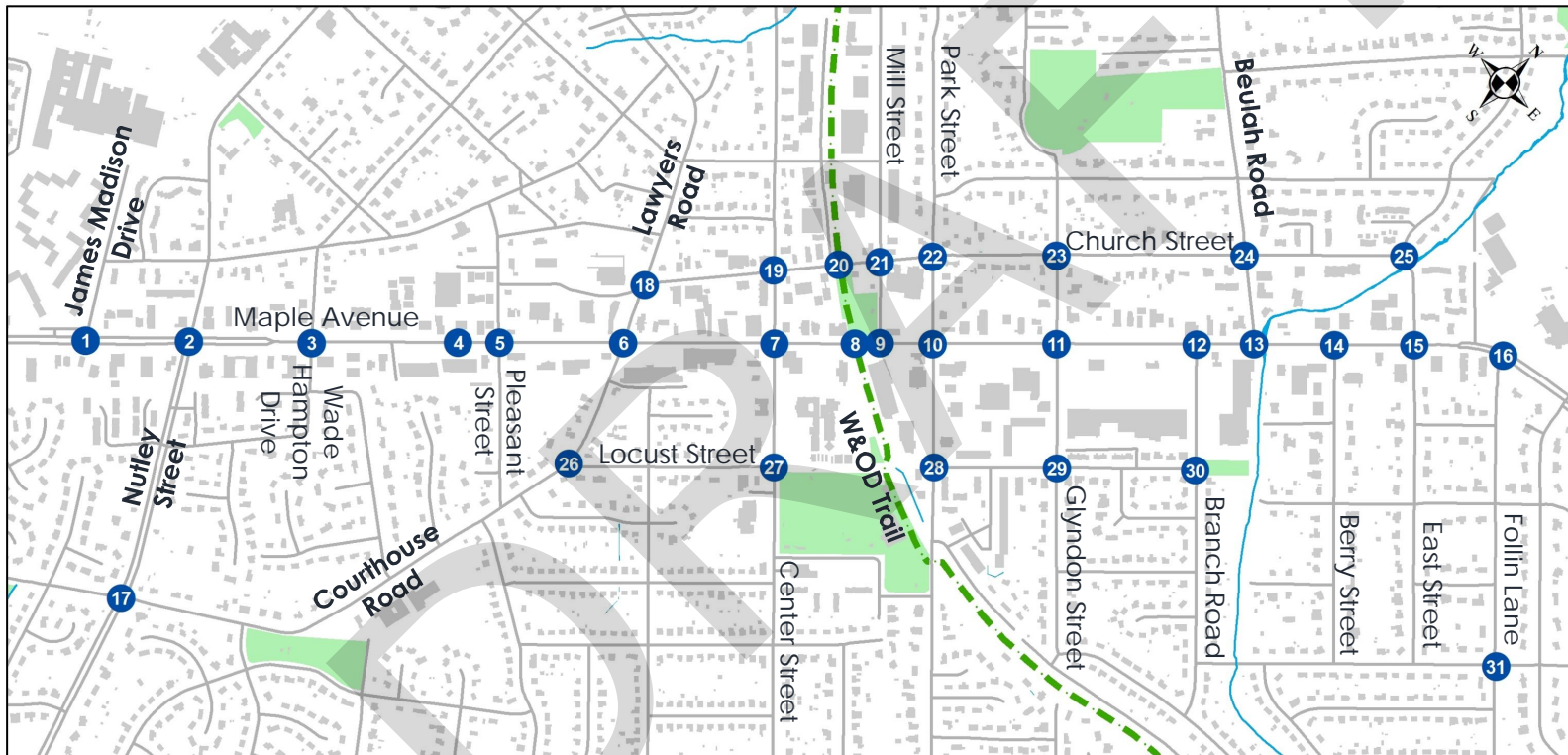


Study Purpose

Purpose and Objectives

- Analyze current and future multimodal transportation conditions
- Develop near- and mid-term recommendations along Maple Avenue for all modes of transportation in coordination with existing and future land uses

Study Area



Schedule



Existing Conditions Refresher

Maple Avenue Corridor *Multimodal Transportation and Land Use Study*



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Existing Mobility Findings

Pedestrian Network

- Fairly complete sidewalk network with a few segments of missing sidewalks
- Narrow sidewalk widths
- Driveways / parking lots present conflict points
- W&OD Trail

Bicycle Network

- Lack of dedicated facilities
- High traffic volumes
- More comfortable conditions on side streets

Transit Network

- Relatively low transit service frequency
- Lack of local / circulator service

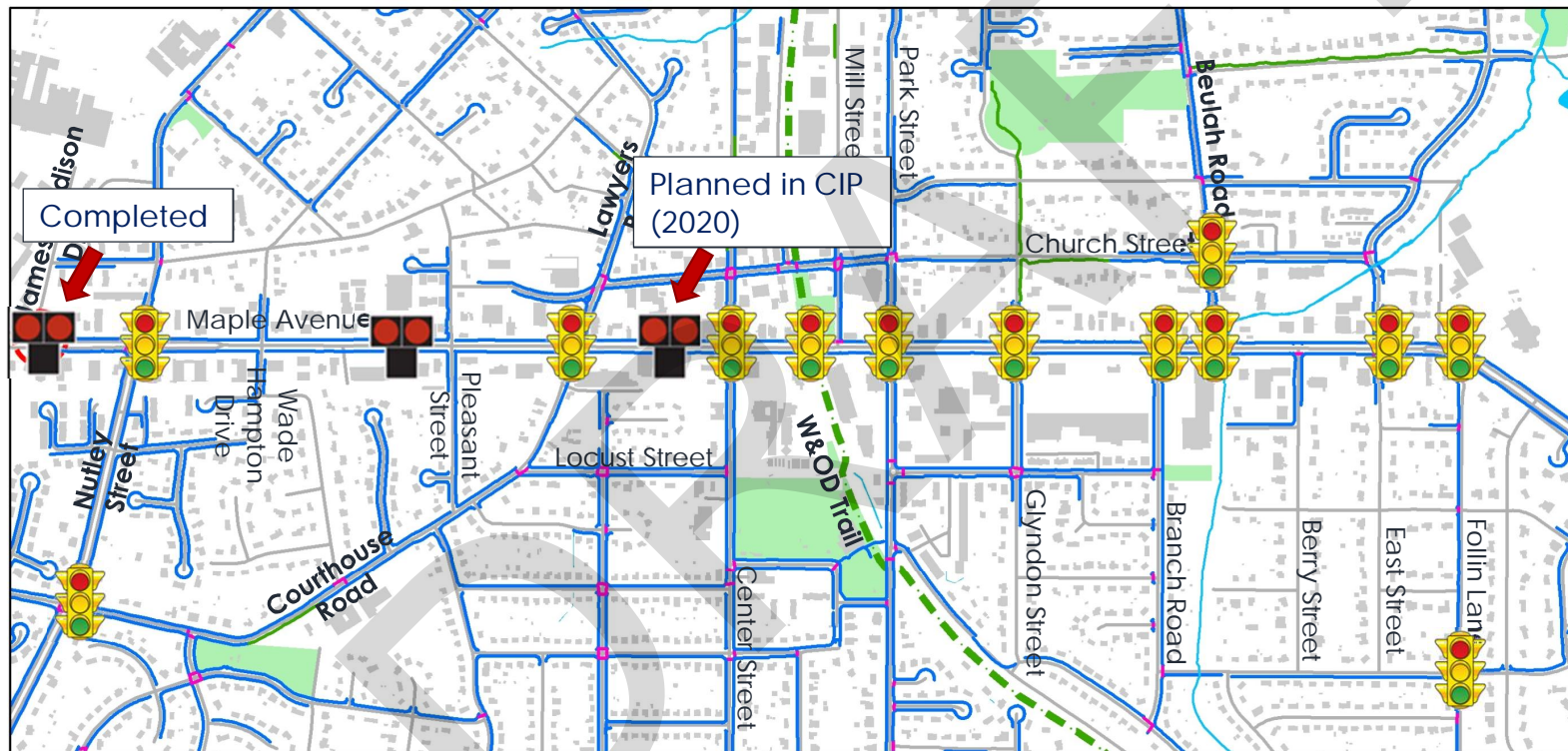
Auto Network

- Most intersections operate at acceptable LOS
- Demand at specific turning movements exceeds available green time
- Significant Delays turning to and from unsignalized side streets

Safety

- Number of full access commercial entrances along Maple Avenue
- Congested conditions increase the risk of certain types of crashes

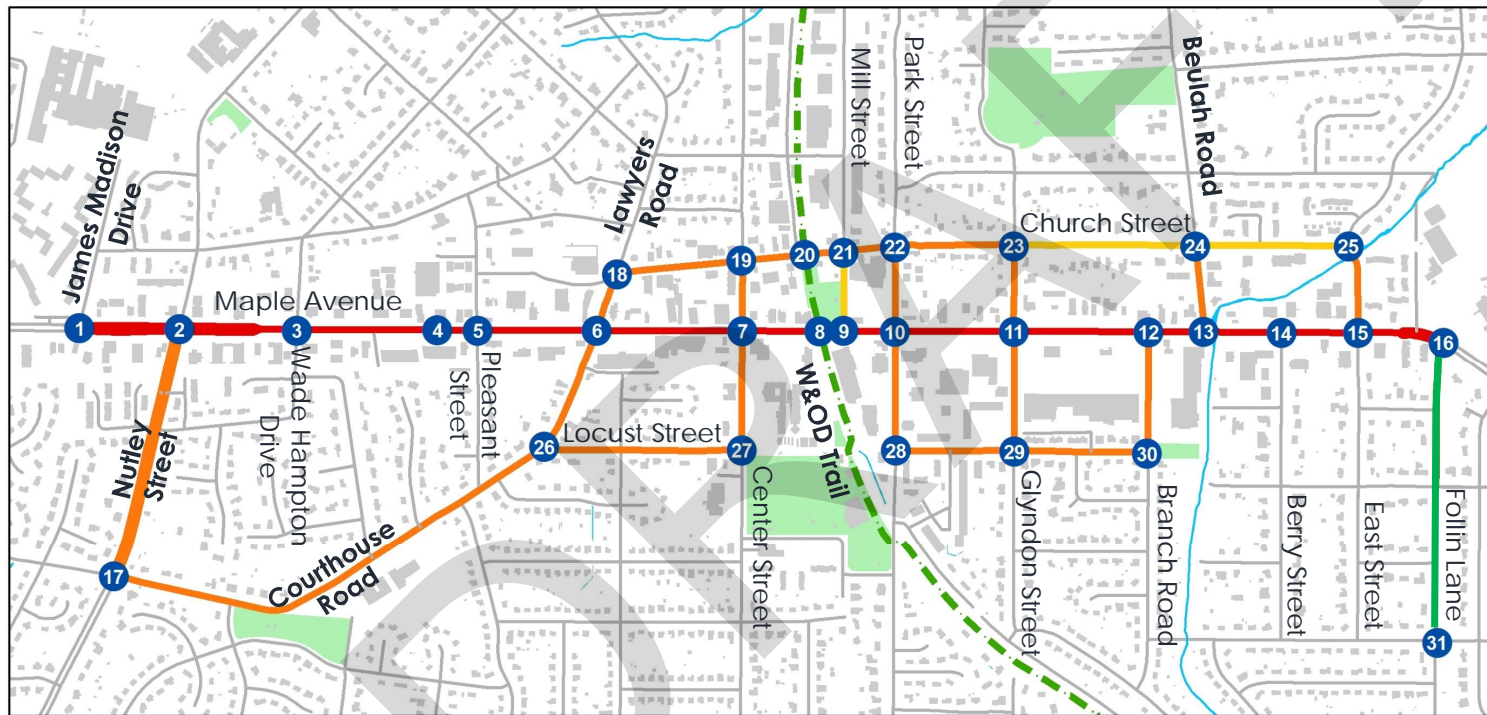
Pedestrian Network



Crosswalk at Full Signal

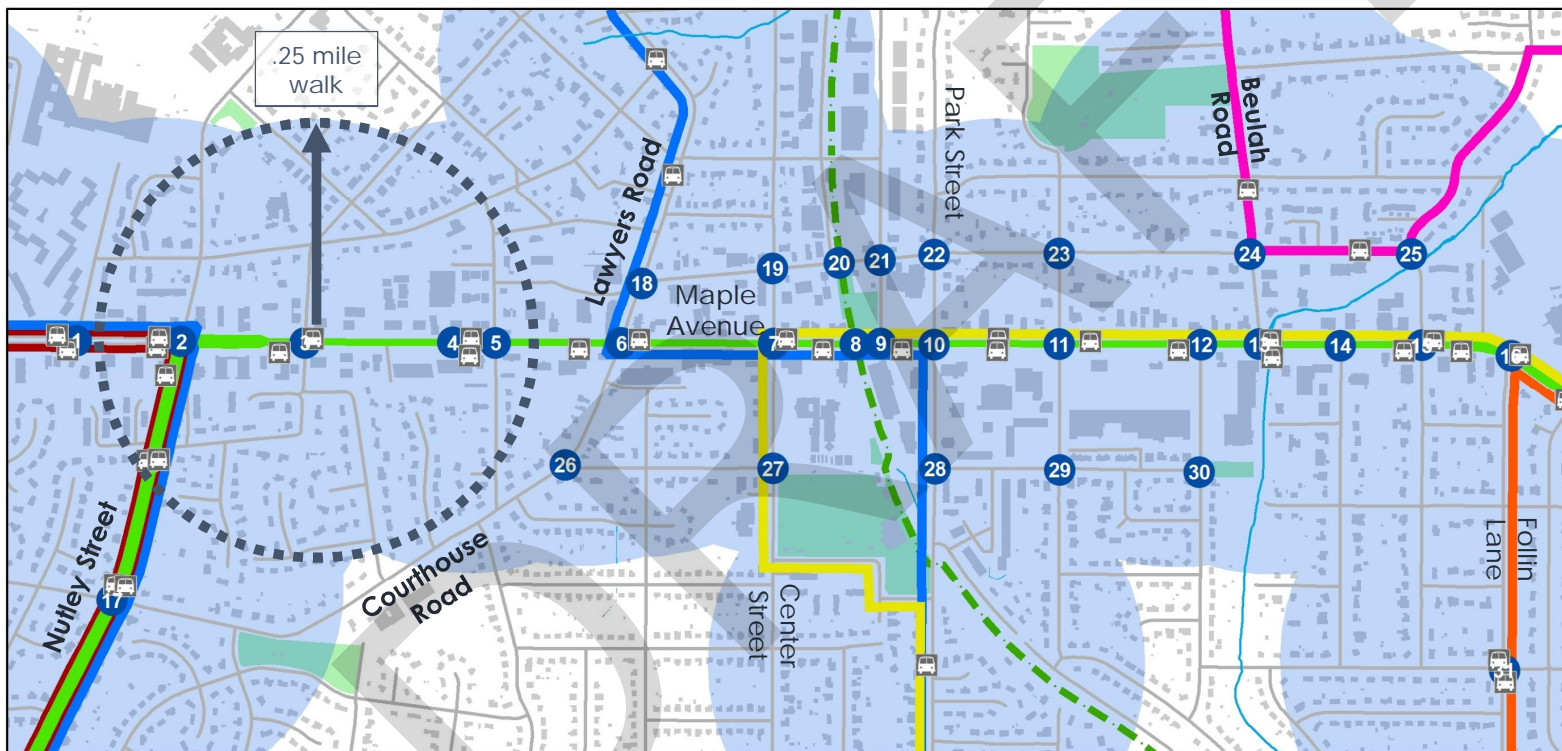
Crosswalk at HAWK Signal

Bicycle Network



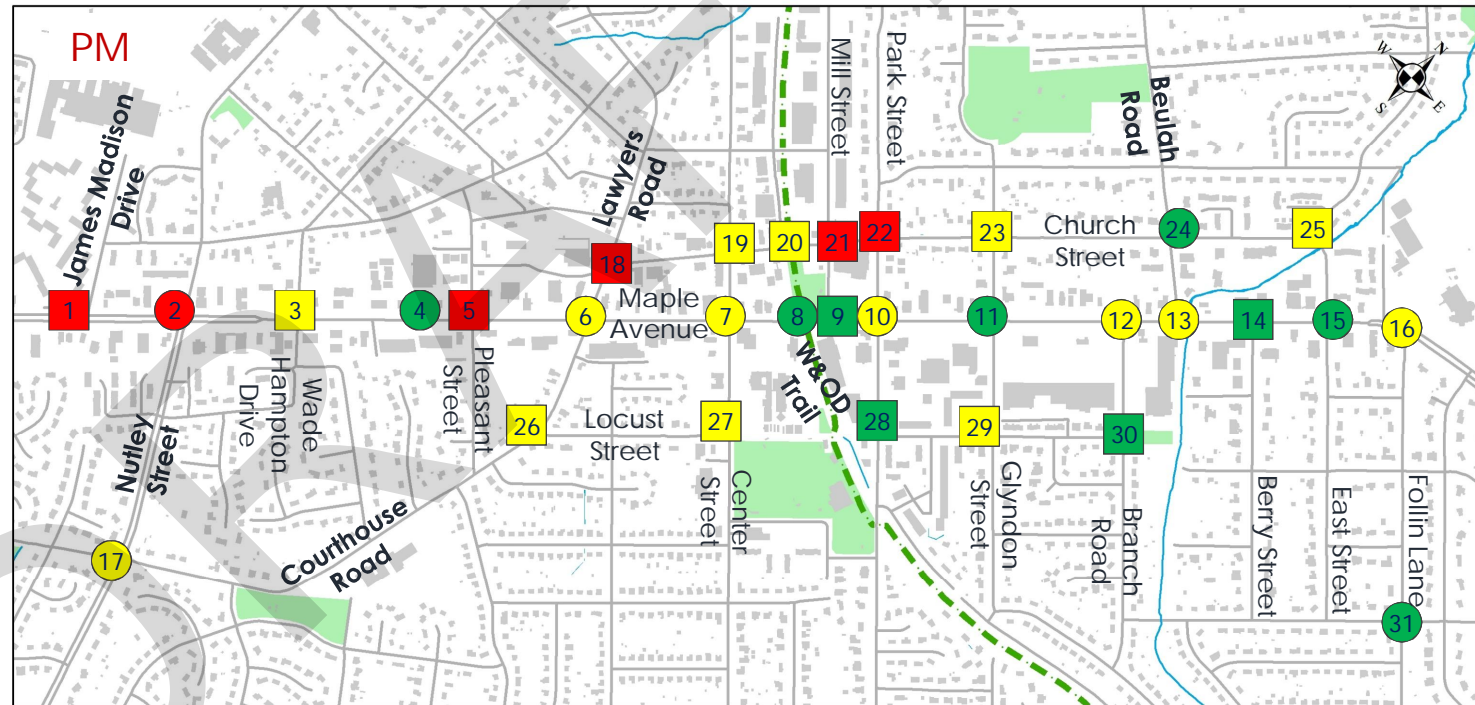
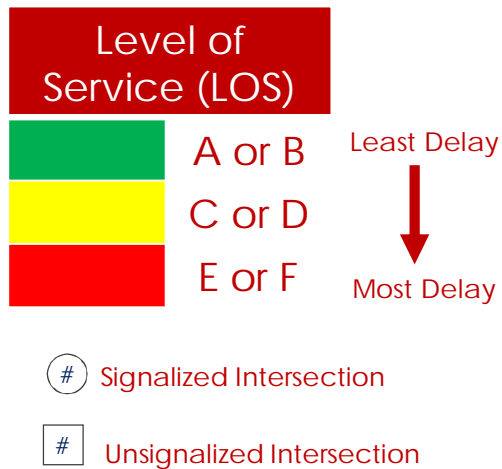
Bicycle Level of Traffic Stress (LTS)		
1	(1%)	Most Comfortable
2	(9%)	↓ Least Comfortable
3	(59%)	
4	(30%)	

Transit Network

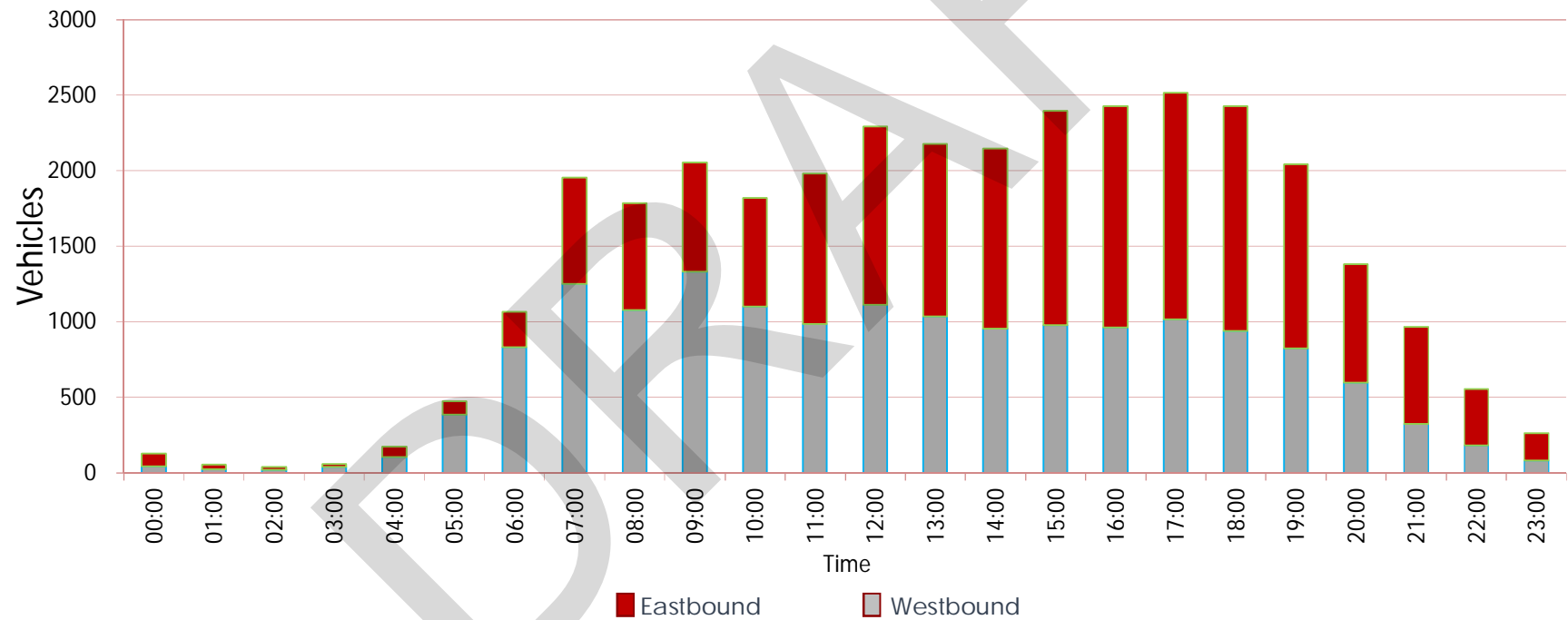


- Route 432
- Route 461
- Route 462
- Route 463
- Route 466
- Route 467

Auto Network



Weekday Traffic Patterns – Maple Avenue



VDOT Average Daily Traffic Volume	Maple Avenue West/East of Nutley	Year over Year Change	Church Street West/East of Beulah	Year over Year Change
Average Daily (2009)	28,000/34,000	/	5,900/4,100	/
Average Daily (2010)	30,000/36,000	↑ / ↑	6,000/4,100	↑ / —
Average Daily (2011)	30,000/36,000	— / —	6,000/4,200	— / ↑
Average Daily (2012)	26,000/33,000	↓ / ↓	6,400/4,600	↑ / ↑
Average Daily (2013)	26,000/32,000	— / ↓	6,300/4,600	↓ / —
Average Daily (2014)	26,000/33,000	— / ↑	6,200/4,500	↓ / ↓
Average Daily (2015)	25,000/34,000	↓ / ↓	5,900/4,500	↓ / —
Average Daily (2016)	26,000/30,000	↑ / ↓	5,900/4,500	— / —
Average Daily (2017)	27,000/30,000	↑ / —	6,000/4,600	↑ / ↑
Average Daily (2018)	25,000/30,000	↓ / —	5,900/4,900	↓ / ↑

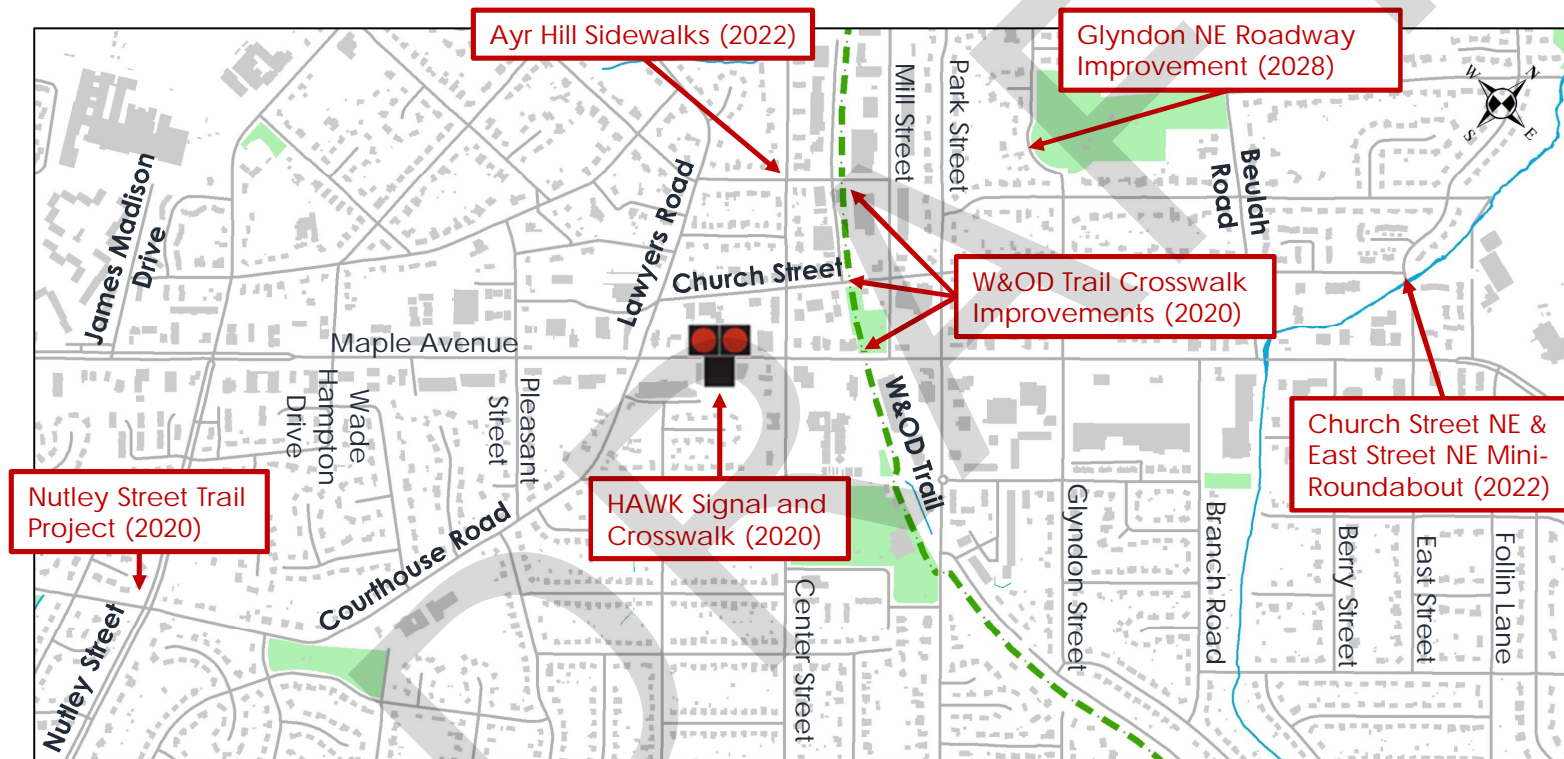
Future Conditions

Maple Avenue Corridor *Multimodal Transportation and Land Use Study*



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Programmed Mobility Improvements



Town-wide:

- Road improvements
- Sidewalk improvements
- Central Business District Wayfinding Signage (Phase I) (2020)

Source:
Town of Vienna Capital
Improvement Plan (CIP)

Modeling the Future

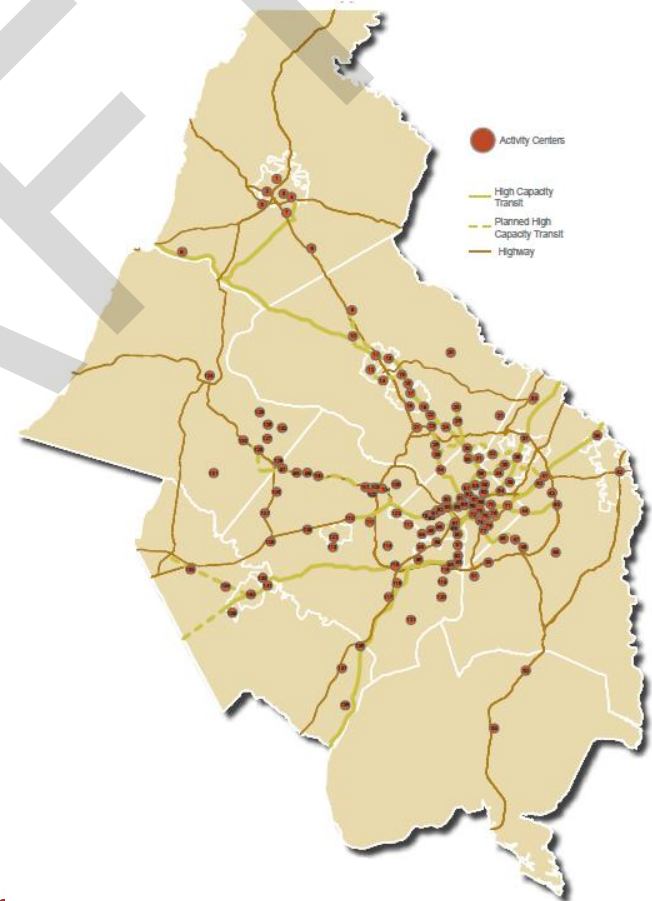
- Regional Trips
- Development Related Trips
- Local mode share shifts

Regional Context - Tysons

- 5.54 million square feet of development planned or in process
- Emphasis on
 - Accommodating automobiles more efficiently
 - Giving “people choices for making trips to, from, within and through Tysons
 - Promoting a “balanced transportation system”
- 22 percent public transportation mode share goal by 2030
 - Mix of Local, Express/BRT, and Circulator service
- 45 percent TDM reduction goal for office developments within 1/8th mile of Metro
- Relieving bottlenecks (widening Rt. 123 from 4 to 6 lanes between Leesburg Pike and Old Courthouse Road)

Regional Context – MWCOCG Travel Demand Model

- Forecasting model based on the supply network and demand of transportation option
- Relates travel patterns to socioeconomic factors (population, employment, households)
- Model indicates no travel growth along Maple Avenue

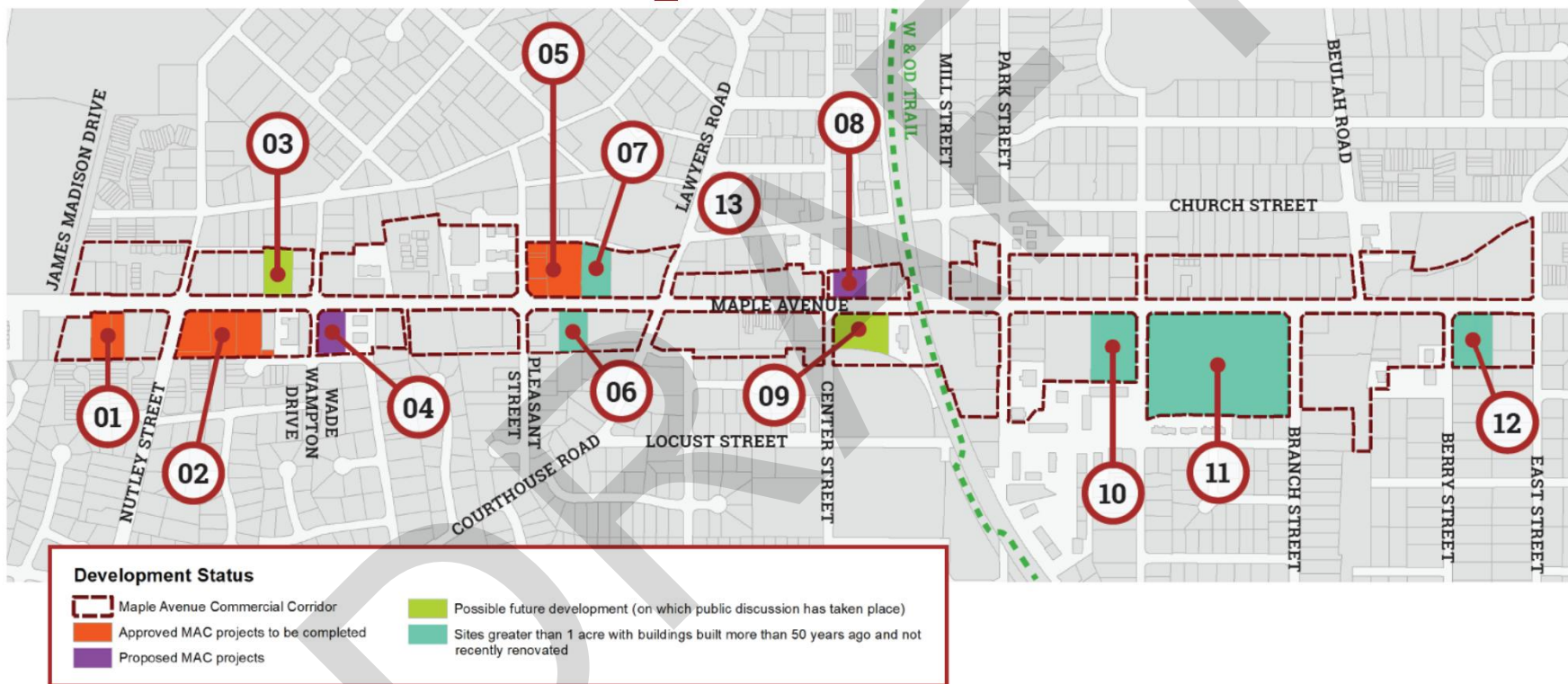


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Potential Mixed-Use Development Future

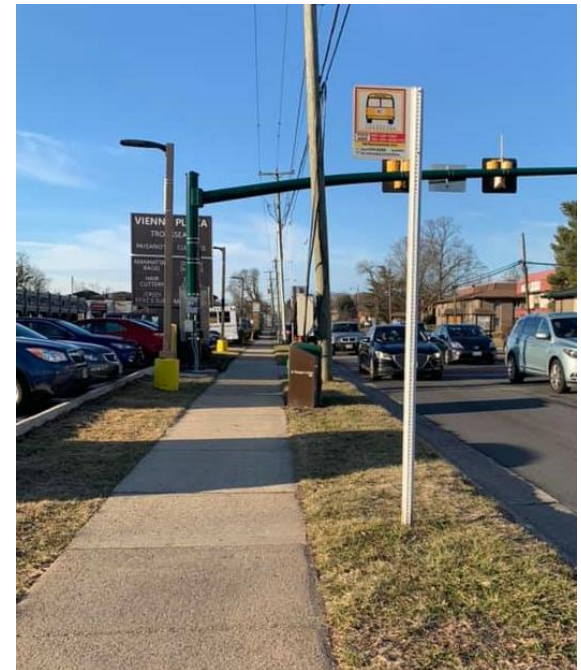
- Included all approved and under review MAC projects
- Assumed redevelopment of additional properties within MAC boundary
 - 5 Sites greater than one acre with buildings > 50 years old and not recently renovated
 - 3 Site on which public discussion regarding development has Occurred
- Assumed a mix of retail, restaurant, multifamily
- Included potential public parking facilities

Potential Development Future



Future Mobility

- 1.3 miles of street frontage along potential development sites
- 13 bus stops adjacent to planned and potential development sites
- 42 driveways potentially subject to access management improvements



Summary and Next Steps



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Public Workshop Overview

- When
 - Wednesday June 12, 2019
- Where
 - Town Hall, Council Room
- Format
 - Presentation
 - Small Group Workshop
 - Purpose:
 - Validate the future scenario
 - Identify community priorities for potential improvements and recommendation

Next Steps

- What's to come
 - Future conditions workshop and priority-setting
 - Transportation improvements development
 - Recommendations

Discussion