



East Falls Church Land Use and Transportation Study
September 23, 2009 Task Force Meeting

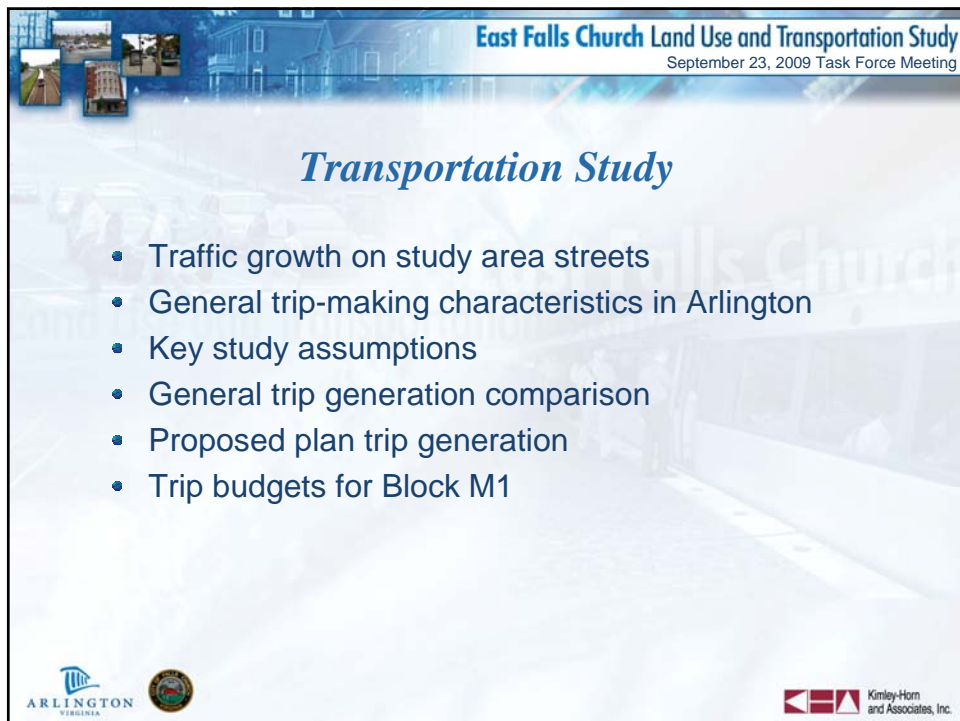
East Falls Church
Land Use and Transportation Study

Presented to:

ARLINGTON
VIRGINIA

Presented by:


Kimley-Horn
and Associates, Inc.




East Falls Church Land Use and Transportation Study
September 23, 2009 Task Force Meeting

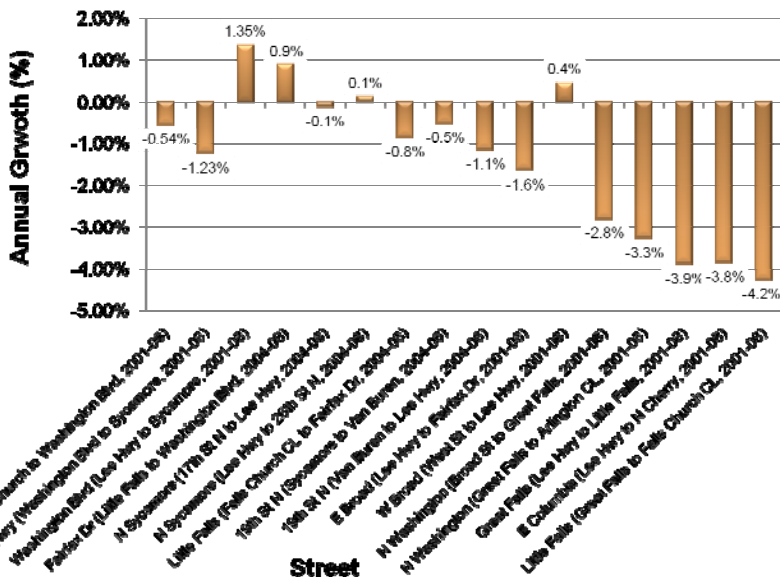
Transportation Study

- Traffic growth on study area streets
- General trip-making characteristics in Arlington
- Key study assumptions
- General trip generation comparison
- Proposed plan trip generation
- Trip budgets for Block M1

 ARLINGTON
VIRGINIA

 Kimley-Horn
and Associates, Inc.

Historic Traffic Growth



East Falls Church Land Use and Transportation Study
September 23, 2009 Task Force Meeting

Household Travel Survey Summary

- Summary became available in June 2009
- Significant data samples for Arlington and the region on travel behavior
- Presented results in terms of weekday trips per household – home-based and non-home based
- Compared trip-making rates from areas within the regional core, inner suburbs, and outer suburbs

ARLINGTON
VIRGINIA

Kimley-Horn
and Associates, Inc.

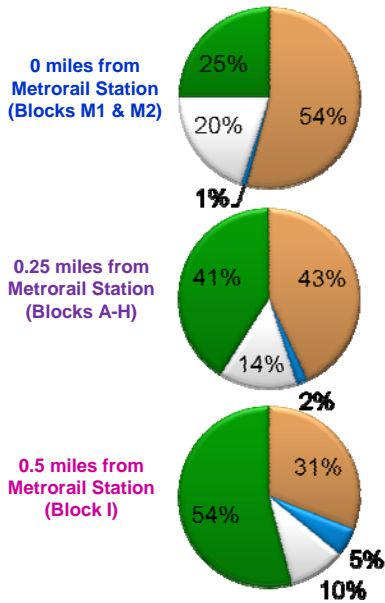
Household Transportation Survey Summary

Jurisdiction in the Greater Metropolitan Washington Region	Average Weekday Trips per Household	% of Daily Household Trips by Mode of Travel						Average Weekday Auto Driver Trips*	Average Weekday Auto Driver VMT	% of Regional HH	Proportional Share of VMT
		Auto Driver	Auto Passenger	Transit	Walk/ Bike	School Bus/Other					
Core											
District of Columbia	7.0	37.0	14.4	18.3	27.5	2.5	2.6	12.8	13.60%	1.7408	
Arlington	7.7	52.4	17.8	10.7	16.0	3.2	4.0	20.7	5.26%	1.0882	
- Rosslyn-Ballston Corridor	6.1	45.0	11.0	19.0	22.0	3.0	2.7	17.7			
- Jefferson Davis Corridor	6.1	36.0	17.0	19.0	25.0	4.0	2.2	12.3			
- Arlington outside activity centers	9.0	57.0	20.0	7.0	13.0	3.0	5.1	24.3			
Alexandria	7.1	56.1	16.9	9.2	15.9	1.9	4.0	22.1	3.60%	0.7956	
Inner Suburbs											
Fairfax County	9.1	61.1	25.0	4.0	5.4	4.4	5.6	35.2	19.27%	6.78304	
Montgomery County	9.4	57.4	23.0	5.7	9.4	4.5	5.4	33.3	18.89%	6.29037	
Prince Georges County	8.3	58.1	25.2	6.5	5.8	4.5	4.8	36.3	16.80%	6.0984	
Outer Suburbs											
Loudoun County	8.8	63.3	26.4	1.3	3.9	5.2	5.6	50.1	5.42%	2.71542	
Prince William County	9.9	59.7	28.9	2.2	4.1	5.1	5.9	51.0	8.13%	4.1463	
Frederick County	9.8	64.7	25.0	1.3	4.8	4.2	6.3	57.4	2.67%	1.53258	
Charles County	9.4	64.5	24.9	1.8	2.5	6.2	6.1	65.6	4.50%	2.952	
Regional Average VMT per HH										34.14333	
Arlington Ave HH VMT/Region Ave HH VMT										60.6%	
Arlington Metro Corridors HH VMT/Regional Average HH VMT										45.7%	

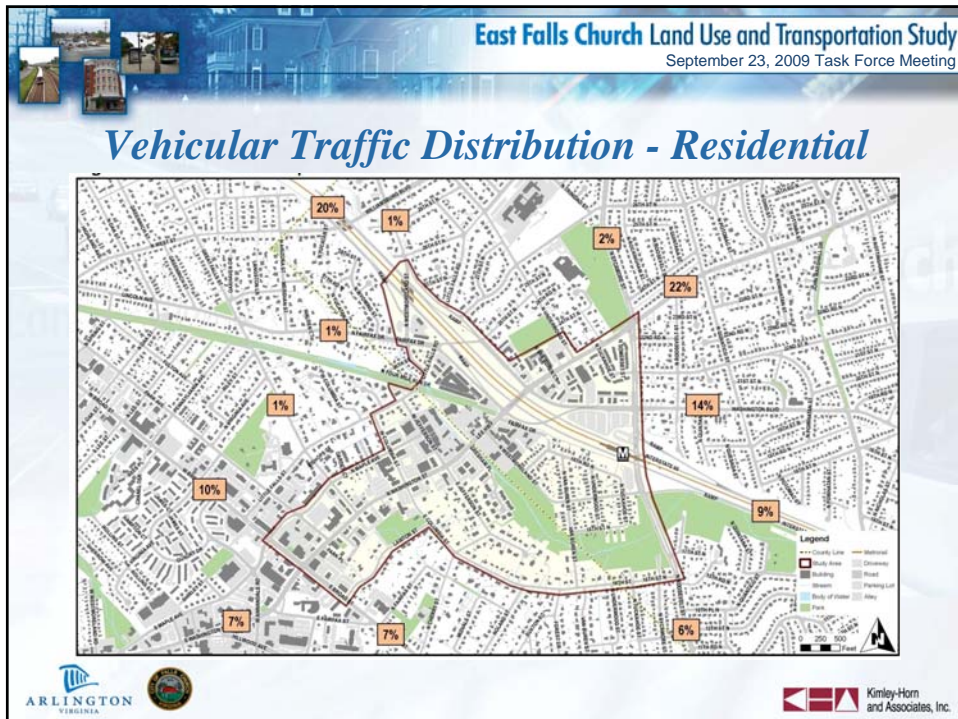
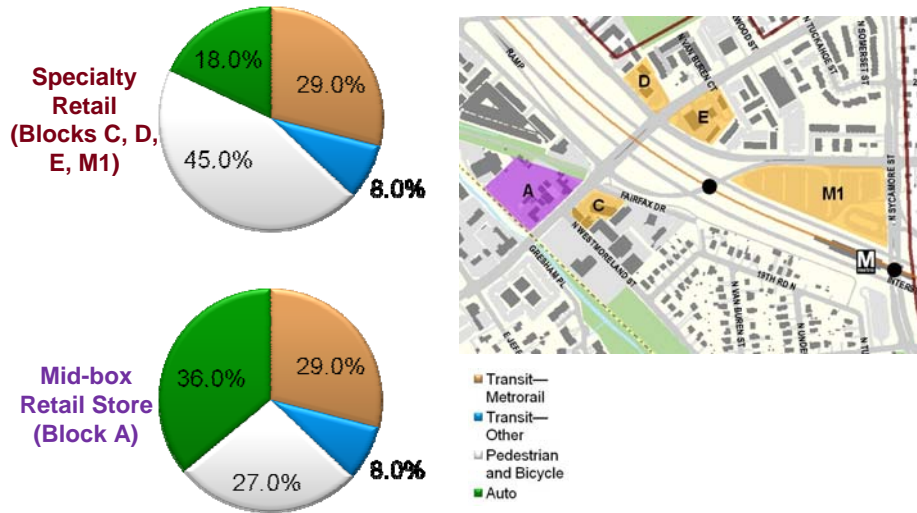
* Arlington Rosslyn-Ballston Corridor multi-family residential building garage ingress/egress analysis (2,000 Metro Station area units covered) documents that home-based auto-driver trips average 1.3 per 24 hour period on weekdays



Residential Mode Splits



Retail Mode Split



Vehicular Traffic Distribution - Retail

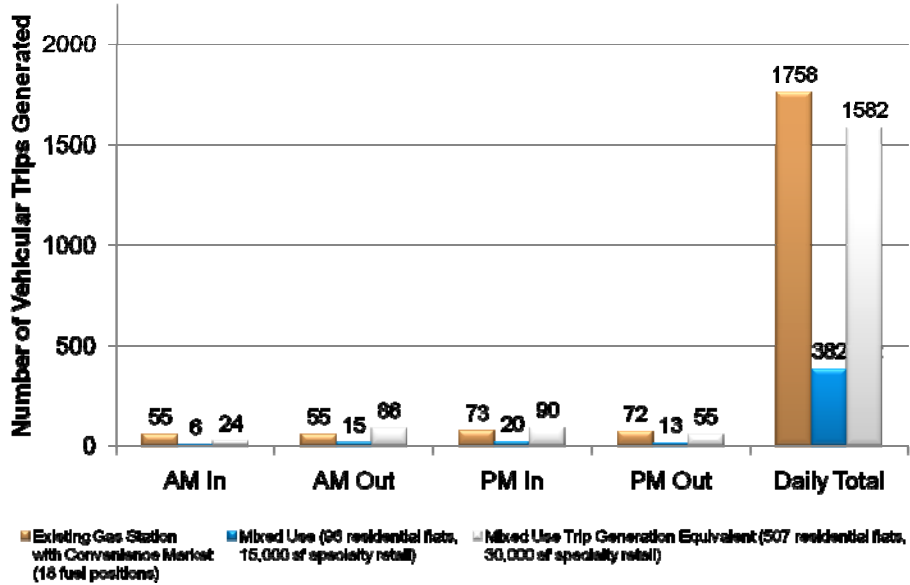


Future Land Use

Block	Residential (units)		Retail (sf)
	Residential Flats	Residential Townhomes	Specialty Retail
A/B	180		67,000
C	66		8,500
D	57		9,000
E	96		15,000
F		29	
G1		9	
H		4	
I		6	
M1	350		51,400
M2	41		



Vehicular Trip Generation Comparison



East Falls Church Land Use and Transportation Study
September 23, 2009 Task Force Meeting

Vehicular Trip Budget Analysis: Block M1

Use	Existing Use				Mixed Use with 100% Replacement Parking			
	AM In	AM Out	PM In	PM Out	AM In	AM Out	PM In	PM Out
Parking	100	18	29	119	100	18	29	119
Residential	-	-	-	-	10	34	36	19
Retail	-	-	-	-	3	3	11	14
Total	100	18	29	119	113	55	76	152

Use	Mixed Use with 50% Replacement Parking				Mixed Use without Replacement Parking			
	AM In	AM Out	PM In	PM Out	AM In	AM Out	PM In	PM Out
Parking	50	9	15	59	-	-	-	-
Residential	10	34	36	19	10	34	36	19
Retail	3	3	11	14	3	3	11	14
Total	63	46	62	92	13	37	47	33

ARLINGTON VIRGINIA

and Associates, Inc.

Summary

- Housing units near Metrorail produce very few daily and peak hour vehicle trips per unit
- Retail uses included in the plan are primarily oriented to serving walk-in business
- Redevelopment of existing uses will offset many new vehicle trips associated with the area plan
- Infrastructure enhancements will support and encourage travel by non-vehicular modes of transportation

Next Steps

- Detailed traffic analysis results review
- Transportation recommendations
 - *Bicycles, pedestrians, and transit*
 - *Vehicles*

REPORT/PRESENTATIONS

Task Force Input