

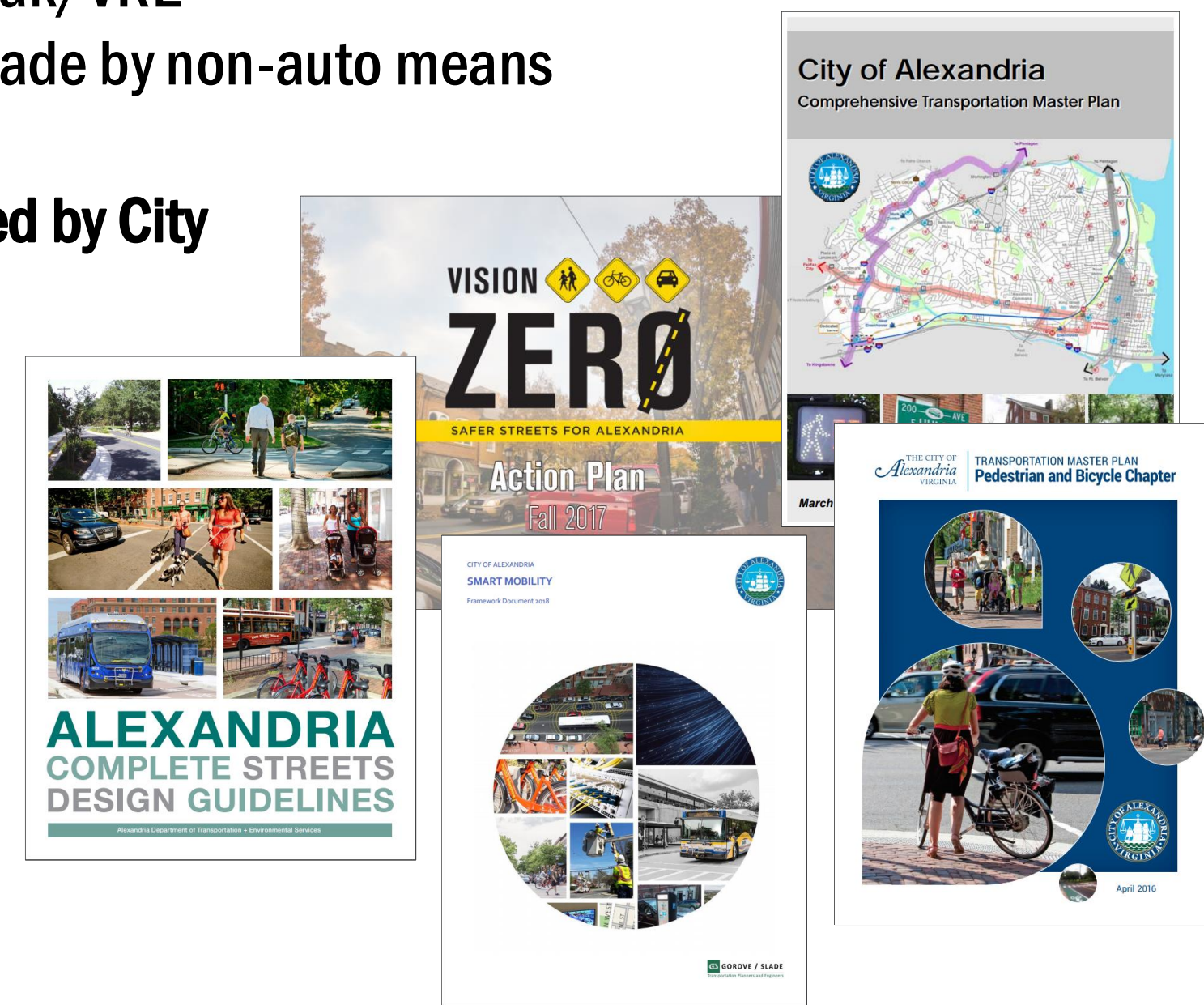
# Factors Considered in Transportation Analysis

## • Mixed-Use, Transit Oriented Development

- Area is served by two Metro Stations and Amtrak/VRE
- Trips to and from destinations can easily be made by non-auto means

## • Multimodal Transportation Improvements Planned by City

- Complete Streets
- Vision Zero
- Transportation Master Plan
- Bicycle and Pedestrian Master Plan
- Smart Mobility



## • Changes in Transportation since 2003 Plan was Approved

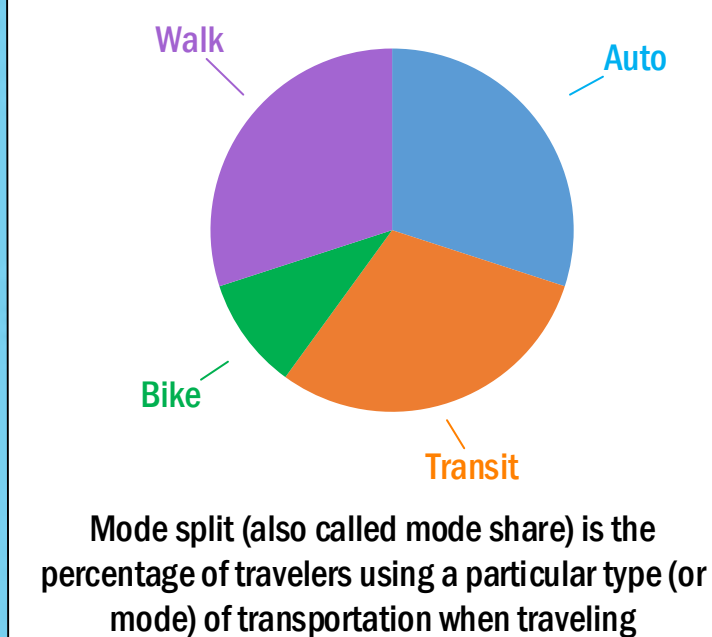
- Parking Standards for New Developments
- Capital Bikeshare
- Transportation Network Companies (TNCs)  
Uber, Lyft, Via, etc.
- Car-Sharing  
Zipcar, Maven, Car2Go, Free2Move, etc.
- Dockless Mobility  
Lime, Lyft, Jump, Bird, Bolt, etc.



# Travel Assumptions used in Analysis

## • Mode Splits Assumed in Preliminary Study

- Based data collected at comparable sites in Northern Virginia (including Eisenhower East) and Washington DC, Census data, and WMATA Ridership Survey



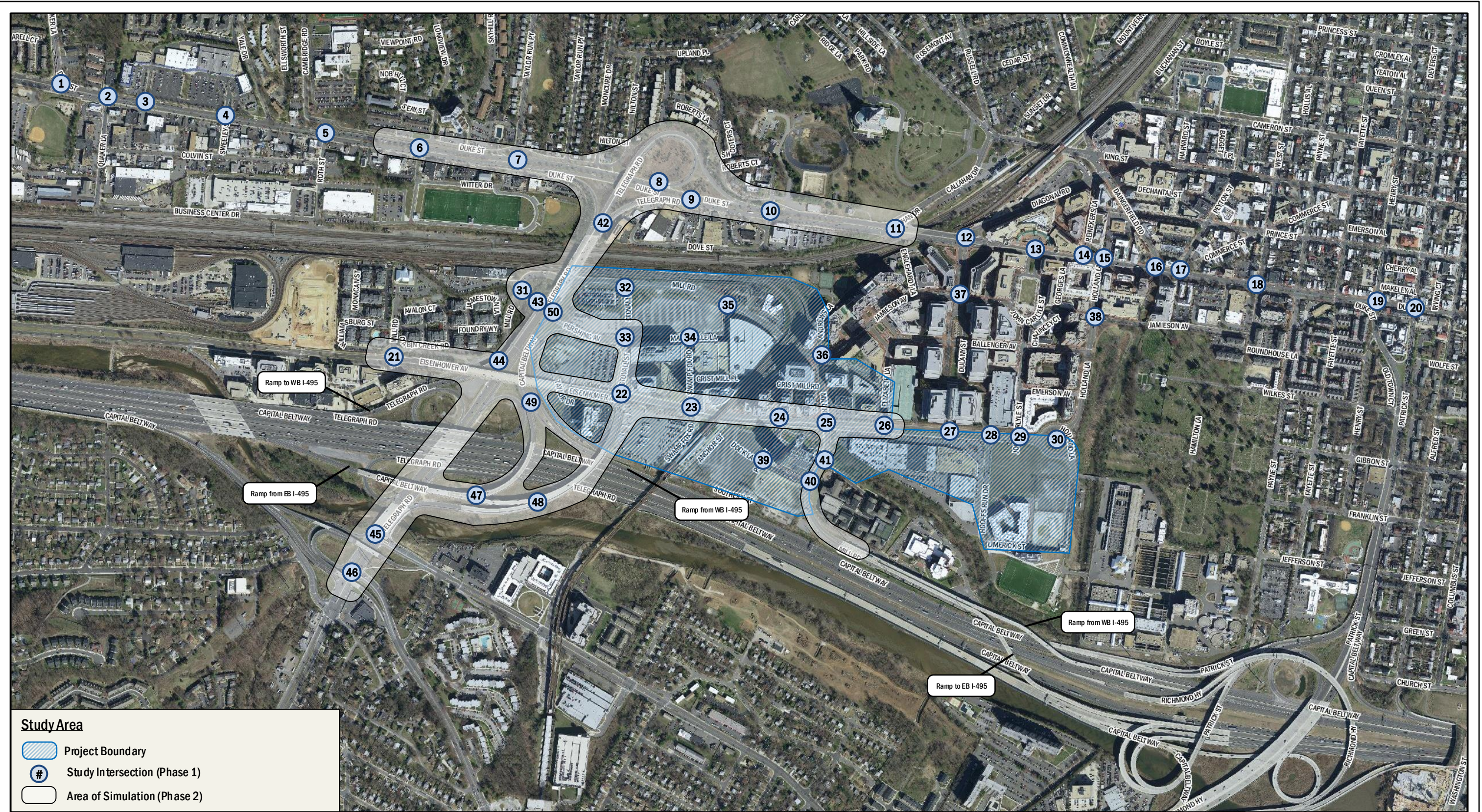
Land Use	Proximity to Metro/Type	Auto	Transit	Bike	Walk
Residential	Adjacent to Metro	30%	55%	5%	10%
	<1/4 Mile to Metro	35%	50%	5%	10%
	>1/4 Mile and <1/2 Mile	40%	45%	5%	10%
Office	Adjacent to Metro	30%	60%	5%	5%
	<1/4 Mile to Metro	35%	55%	5%	5%
	>1/4 Mile and <1/2 Mile	40%	50%	5%	5%
Retail	Neighborhood Serving Retail	10%	10%	5%	75%
	Destination Retail	50%	10%	5%	35%
	Grocery Store	65%	5%	5%	25%
Hotel	All	20%	55%	1%	24%

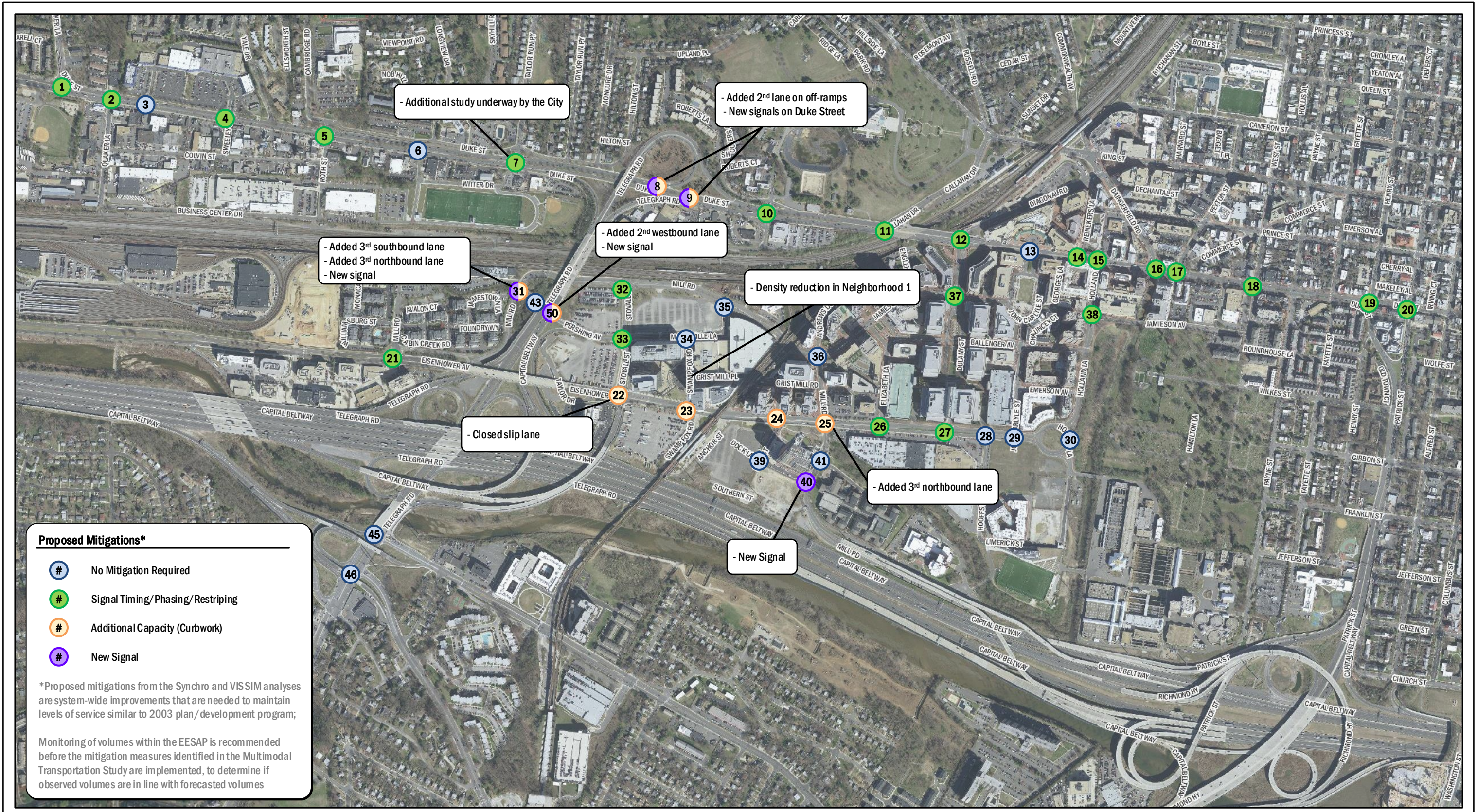
# Findings from Analysis

Increase in density and changes in uses will have a manageable impact on the surrounding transportation network, assuming recommendations and mitigation measures are implemented (*Mitigations are shown on accompanying board*)

# Recommendations from Analysis

- . Complete Grid of Streets
- . Standardization of Signals
- . Study Feasibility of Implementing Increased Bus Service
- . Provide Parking Ratios to Encourage Non-Auto Use
- . Implement Transportation Demand Management (TDM) Plans
- . Improved Bicycle Infrastructure
- . Implement Transportation Technologies





**Proposed Mitigations\***

- # No Mitigation Required
- # Signal Timing/Phasing/Restriping
- # Additional Capacity (Curbwork)
- # New Signal

\*Proposed mitigations from the Synchro and VISSIM analyses are system-wide improvements that are needed to maintain levels of service similar to 2003 plan/development program;

Monitoring of volumes within the EESAP is recommended before the mitigation measures identified in the Multimodal Transportation Study are implemented, to determine if observed volumes are in line with forecasted volumes