

Section IV. – Summary of Transportation Recommendations:

Over the next two decades it is projected that the combined residential and employment population of Rosslyn will increase by about a third. It is anticipated that the percentage of travel using the various modes will likely change from what they are today. Rosslyn will likely become even more reliant upon a variety of travel modes. Significant physical changes will need to be made to the Rosslyn transportation system to enable the various modes to operate more effectively. In addition to physical improvements, services aimed at increasing group-riding, teleworking and transportation information distribution should be enhanced. The characteristics of specific travel modes and services are summarized below.



Motor Vehicles and Streets:

Rosslyn has a unique street network that was laid-out with its first redevelopment in the 1960s. It could be characterized as an

incomplete street grid of relatively long and thin blocks and wide streets. Almost none of the blocks have conventional internal alleys or service drives while a few have unique counter-flow service drives. Rosslyn's internal street network is fitted within a ring of regional highways with access between roads limited to a few interchanges. The primary north-south route is a pair of one-way streets (N. Lynn Street and Fort Myer Drive) designed primarily to enable regional traffic to pass through Rosslyn. Fort Myer Drive has a unique underpass that allows two travel lanes to flow beneath Wilson Boulevard without stopping and further degrades the connection between street and adjacent land uses. The existing street grid also makes vehicular circulation within Rosslyn cumbersome and inefficient.

County policy calls for enhancing Rosslyn's street network to form a more complete grid network. That includes the conversion of several one-way streets: Lynn, Kent and Fort Myer Drive to two-way travel, as well as the eventual construction of new east-west and north-south street sections to break up long blocks and permit more-direct access. The street grid should also be supplemented with the establishment of service alleys that consolidate service and loading points for new development. Streets should be redesigned to fit better with adjacent buildings and create opportunities for place-making.

In addition to improving Rosslyn's street connectivity and traffic flow patterns, attention is needed to address the safety and accommodation of all the street users. The study evaluated the allocation of street space along more than 25 blocks within Rosslyn and developed recommended new street cross-sections that aim to achieve more-complete streets that safely accommodate both motorized and non-motorized users.

Recommended street improvements include:

- Create a network of complete streets that better relate street to adjacent land uses and provide accommodations for all intended transportation users.
- Utilize the proposed street cross-sections as guidance to determine how to reallocate street space to achieve County

goals such as widened sidewalks, enhanced safety and place-making.

- Improve internal Rosslyn circulation by converting N. Lynn Street and Fort Myer Drive to two-way streets between Lee Highway and Fairfax Drive.
- Through redevelopment, widen and convert the southern end of N. Kent Street to two-way traffic.
- Conduct a cost and construction analysis for removal of the Fort Myer Drive underpass of Wilson Boulevard.
- With redevelopment create new street segments for:
 - N. Pierce Street between Wilson Boulevard and 18th Street,
 - 18th Street between N. Arlington Ridge Road and N. Kent Street,
 - 18th Street between N. Kent and N. Lynn streets,
 - 18th Street between N. Oak and N. Nash streets.
- Implement modifications to the Meade Street Bridge and the Meade Street/Arlington Boulevard on- and off-ramps as identifies by the Meade Street Study.
- Remove slip lanes located at the corner of eastbound Lee Highway and Fort Myer Drive and the corner of southbound N. Nash Street and Wilson Blvd.
- Implement the modifications to the Rosslyn Circle area as specified by the Rosslyn Esplanade project.
- Reduce speed limits to 25 miles per hour on Wilson Boulevard, Fort Myer Drive and N. Lynn Street.
- Include internal service alleys as part of large property redevelopments. Discontinue the counter-flow service lanes around the 1900 blocks of N. Lynn Street and Fort Myer Drive.
- Incorporate permeable pavements, energy-efficient lighting and stormwater bio-retention/filtration measures in street redesigns.
- Investigate the feasibility of creating a pedestrian-priority street within Rosslyn.
- Discontinue regular vehicular use of the elevated section of 17th Street between Fort Myer Drive and N. Lynn Street and allow its conversion to public plaza as an addition to Freedom Park. Pursue an at-grade replacement for 17th Street east of Fort Myer Drive.

- Add a mid-block pedestrian-activated traffic signal (approved as part of the Central Place development) on N. Lynn Street between Wilson Blvd and 19th Street. Investigate the installation of a mid-block traffic signal on Fort Myer Drive if the underpass is removed. Consider traffic signals for the Moore Street intersections with Lee Highway and Wilson Boulevard.

Public Transit:

Rosslyn is a superb hub for public transit from across the Washington, D.C. region. Each weekday, more than 35,000 people enter or exit the Rosslyn station to travel on the Metro Blue or Orange lines. Also, on an average weekday more than 900 buses stop in Rosslyn – providing service to areas both locally such as nearby Arlington and Georgetown and regionally including Fairfax, Prince William and Loudoun counties. Almost all of the bus routes have stops located on Moore Street within a few hundred feet of the Metrorail station which permits quick and convenient inter-service transfers.



The wealth of transit service in Rosslyn has permitted the area to sustain some of the highest-density development in the region while maintaining excellent access and relatively-low levels of traffic congestion. The MTP Transit Element calls for Rosslyn to

be a center in the Primary Transit Network of high-frequency and high-quality transit services. However, congestion within the transit network is becoming more of an issue as peak-period crowding on the Metrorail becomes more severe. Several initiatives are either underway or proposed that will enhance the frequency of transit services as well as the condition of the existing Metrorail station.

Recommended transit improvements include:

- As part of the 1812 N. Moore Street project, implement enhancements to the Rosslyn Metrorail station that will provide new ADA access to Ft. Myer Drive, improve station lighting, construct more comfortable bus waiting areas, integrate a Commuter Store with the station and enhance adjacent sidewalks.
- Substantially improve the Rosslyn Metro station entrance and exit capacity through completion of a project to build three new, high-speed elevators, a new platform mezzanine, and a new emergency exit staircase.
- Expand Metrorail train capacity through the use of more 8-car trains during peak hours and at other times when service demands are greatest.
- Reroute some of the Blue Line service to use the Yellow Line's bridge over the Potomac River rather than the Rosslyn tunnel. Increase the frequency of Orange Line (and later Silver Line) trains through the tunnel as a measure to reduce over-crowding at stations between Rosslyn and Ballston.
- Initiate new express bus service between the Pentagon City/Pentagon area and the Rosslyn station.
- Implement planned service additions for ART bus routes 45 and 77 and increase service frequency for Metro bus route 38B.
- Establish additional bus stop locations near the Rosslyn Metro station including potential stops along Fort Myer Drive and N. Lynn Street.
- Evaluate changes to Metro bus service to enhance surface transit connections to Washington DC.
- Employ technologic enhancements to provide more real-time information about bus departures and travel options.

Walking:

Rosslyn has pedestrian travel volumes and patterns typical of an urban, downtown location. The physical environment for pedestrians in Rosslyn is very inconsistent with a few blocks having wide and comfortable sidewalks and many others being somewhat narrow and lacking of amenities and a good interface between sidewalk and building. Pedestrian crossings can be difficult due to wide street travelways and relatively-high traffic volumes. The elevated Rosslyn Skywalk system has been partially-dismantled in recent years due to low-usage, declining community interest, and County interest in refocusing pedestrian activity at street level.

Pedestrian-related street enhancements should a primary focus of future investment in Rosslyn, be it via property redevelopment, or County-initiated complete street improvement projects. Emphasis should be placed on widening and enhancing the many sidewalks that are inadequate for their high-density, urban setting. In particular the north-south corridor between Key Bridge and the Iwo Jima Monument/ Fort Myer, connections of Rosslyn west to Courthouse and linkages to the Potomac River waterfront are in need of substantial improvement. Pedestrian safety should also be enhanced through better control of traffic speed, curb extensions that reduce pedestrian crossing distances, more intensive traffic law enforcement efforts and other measures.

Recommended pedestrian improvements include:

- Upgrade pedestrian crossings through enhanced pavement markings, reduced crossing distances, inclusion of refuge islands and where warranted the installation of pedestrian-activated mid-block traffic signals.
- Increase enforcement of traffic laws that affect pedestrian safety including speed limits, yielding to pedestrians and jaywalking.
- Widen sidewalks through reallocation of street space as part of street redesign and land redevelopment projects. Utilize the cross-sections in Appendix I for guidance on desired widths.

- Enhance Rosslyn’s northern and southern gateways through implementation of the design concepts in the Rosslyn Esplanade and Meade Street Bridge studies.
- With redevelopment projects achieve new pedestrian connections through the many long blocks in Rosslyn.
- Upgrade pedestrian-oriented wayfinding signage across Rosslyn.
- Achieve ADA-accessibility on all Rosslyn streets through street modifications to upgrade curb ramps, widen sidewalks and remove obstructions from pedestrian walkways.
- Retain the two sections of the Skywalk which lead from Key Blvd to the Rosslyn Metro Station and ensure that any retained sections of the Skywalk are properly maintained.
- Retain the elevated portions of the former Loop Road for long-term use as Freedom Park plaza and walking paths.
- Conduct a feasibility study for the construction of a bridge for pedestrians and bicyclists that would link the center of Rosslyn with the Potomac River shoreline via spans over I-66 and the George Washington Memorial Parkway.

Bicycling:

Bicycle and pedestrian trails (Custis, Mt. Vernon, Route 110 and Arlington Blvd.) ring the north, south and east edges of Rosslyn. With those facilities Rosslyn is within a half hour bicycle ride of most of Washington DC, Arlington and much of Alexandria. However it can be difficult to reach the center of Rosslyn from those trails on a bicycle. Both the primary east-west and north-south streets in Rosslyn have limited accommodations for bicyclists. Wilson Boulevard has no bicycle accommodations through most of Rosslyn. The availability of bicycle parking along many streets in Rosslyn is spotty, although both the Rosslyn BID and County have installed additional bike racks recently. Several physical improvements are proposed to improve bicycle access in Rosslyn.

Recommended bicycle transportation improvements:

- Implement the Rosslyn Circle area bicycle access and safety improvements proposed in the Rosslyn Esplanade and Meade Street Bridge studies.
- Upgrade the Arlington Boulevard Trail west of Fort Myer Drive. Where right-of-way exists, widen the trail surface to 10 feet and create landscaped buffer strips. Where right-of-way is limited, enhance the adjacent Fairfax Drive with bike lanes or shared lane (“sharrow”) markings.
- Implement bike lane or sharrow markings on the following streets:
 - Wilson Boulevard, between N. Oak and N. Kent streets.
 - Fort Myer Drive, between Lee Highway and Fairfax Drive.
 - 19th Street, between N. Nash and N. Lynn streets.
 - N. Nash Street, between Key and Wilson boulevards.
 - Meade Street, between Fairfax and Marshall drives.
 - Lee Highway (eastbound), to N. Lynn Street.
- Add bicycle parking on-street for shoppers and visitors, in secured sections of garages for building residents and employees, and at the Metrorail station for transit users.
- Continue to expand the Capital Bikeshare program within Rosslyn and in other parts of Arlington over the next few years.
- Increase enforcement of traffic laws that affect bicyclist safety including speeding, red light running and failure to yield the right-of-way.

Parking and Curb Space Management:

There are more than 22,000 parking spaces in garages and lots in Rosslyn. More than 20 of the parking garages are open for public use during the weekday at fees of \$10/day or less. Most Rosslyn parking lots are closed late at night or on weekends, which limits parking availability for late-night dining and entertainment purposes.

Parking is one of many competing uses for curb space on Rosslyn streets and occupies about a third of the curb area. A recent study found that about 95% of the metered parking spaces in the commercial center of Rosslyn are occupied at any time. The on-street parking rate ranges from \$0.50 to \$1.25 per hour, which is considerably less than the price charged for parking in a garage. The high-utilization rate for on-street parking can be a problem as parking on some streets was observed to overspill the legal spaces and potentially cause safety concerns. The Arlington MTP sets policy that seeks to maximize the efficiency of parking and curb space utilization and is the basis for the recommendations included in this study.



Recommended parking and curb space management improvements:

- Reevaluate “No Parking” areas to see if space can be repurposed for other uses such as on-street parking. Utilize the established County priority hierarchy.
- Employ time-of-day strategies that allocate curb space to the highest-priority use at different times across the 24-hour day.
- Utilize pricing strategies for achieving better matching of parking demand and availability. Measures could include varying pricing during the day and evening to achieve optimal on-street utilization.
- Complete installation of multi-space meters to enable more cars to park within a given parking area.

- Require the provision of alleys and off-street loading areas as part of property redevelopment.
- Seek to maximize the provision of parking spaces as part of new streets and street space reallocation efforts.
- Encourage the use of parking garages through additional, dynamic garage availability.
- Revise parking requirements for commercial developments (office and hotel) in Rosslyn to reduce the amount of off-street parking built with new development. Seek to reduce the per capita off-street parking supply through maximization of shared spaces between land use types and with adjacent buildings and reduce parking reservations for individual users.
- Incorporate shared parking provisions as part of all new and amended site plans.
- Improve parking user information, including wayfinding signage and electronic displays of space availability.
- Reduce the provision of subsidized parking to employees.
- Encourage the use of high-capacity vehicle storage technologies.
- Increase attention to ride-sharing and matching, particularly for residents of Outer Ring jurisdictions where transit options are limited. Employee new technology that allows for dynamic matching of riders to van and car-pools.
- Implement physical improvements and awareness promotions to encourage greater numbers of “slugging” carpools.
- Consider the formation of a Rosslyn Transportation Demand Management District with enhanced abilities to raise funds and implement measures that encourage more transit, ride-sharing, bicycling and walking.
- Open a new Commuter Store located near the entrance to the Rosslyn Metrorail station.

Travel Demand Management (TDM):

Arlington County has an extensive, unified program of Transportation Demand Management (TDM) services to increase mobility and access for everyone who lives, works and visits here. The Arlington County Commuter Services (ACCS) office provides a variety of services to employers and individuals that help make travel by all modes easier. TDM measures are anticipated to become even more significant as Arlington continues to grow. County policy that seeks to limit the growth in peak hour traffic to no more than 5% above the year 2005 levels will necessitate utilization of more aggressive TDM efforts.

Recommended additional TDM measures include:

- Support teleworking and compressed work scheduling (CWS) by providing services needed to help employers and employees develop suitable options. Support services may include establishment of telework/CWS policies, acquisition of telework equipment and company training.

List of Related Studies and Plans:

- Arlington Master Transportation Plan (MTP)
 - Goals and Policies Summary, adopted 2007
 - MTP Map, adopted 2007
 - Bicycle Element, adopted 2008
 - Pedestrian Element, adopted 2008
 - Transit Element, adopted 2009
 - Transportation Demand and System Management Element, adopted 2009
 - Parking and Curbspace Management Element, adopted 2010
 - Streets Element, adopted 2011
- *Rosslyn Transportation Plan*, 2008, PBS&J Consultants
- *Central Rosslyn Curb-Space Management Study*, 2005, HOK and Associates consultants
- *Household Travel Diaries*, 2008-09, Metropolitan Washington Council of Governments (COG)
- *Parking in the Rosslyn Ballston Corridor* (brochure), 2009, Arlington County Department of Environmental Services
- *Lynn Street Esplanade Conceptual Design Report*, November 2006, Toole Design Group
- *Arlington County Study of Office Building Parking Garages in Seven Metro Station Areas*, February, 2010, PBS&J consultants