

February 3, 2015



OLD LEE HIGHWAY 'GREAT STREET'

Presented by:
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Brian McMahon, Parsons Brinckerhoff



2 AGENDA

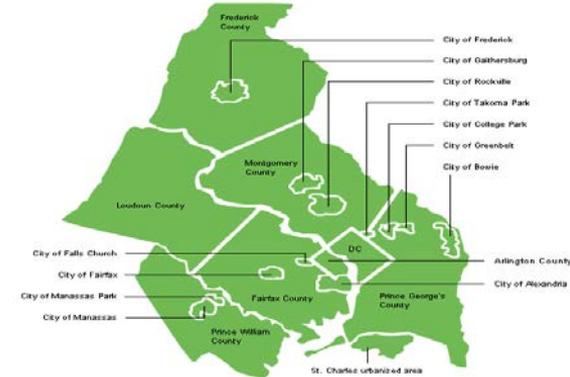
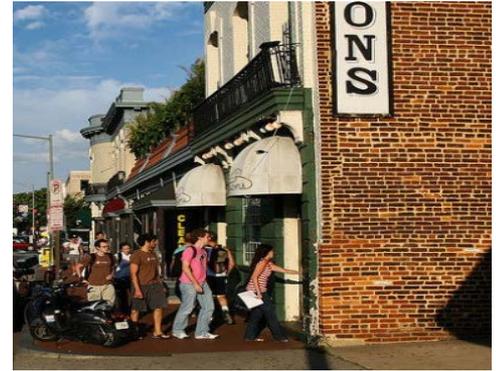
- Introduction + Background
- Project Purpose
- Schedule + Key Dates
- Workshops + Deliverables
- Questions + Comments



3 TLC TAP PROGRAM

Transportation Land Use/Connections Technical Assistance Program

- Supports local governments in DC Metro region to improve transportation/land use coordination
- Provides communities with technical assistance to catalyze or enhance planning efforts
- Annual grant program
- 6 month projects
- City of Fairfax awarded maximum grant for 2015

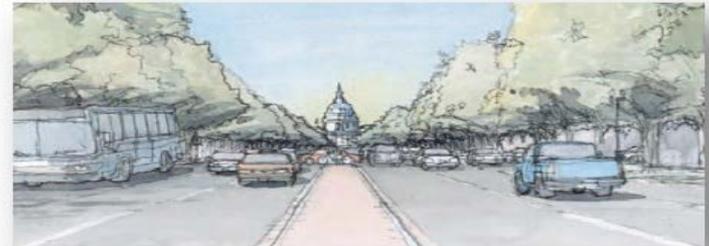
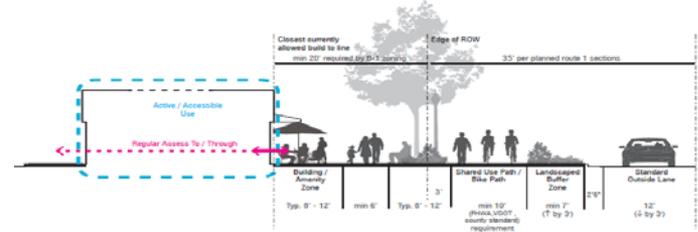


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RECENT LOCAL PROJECTS

- Route 1 Urban Design Guidelines, Prince William County
- South Capitol Street Corridor, Washington, DC
- Maryland Avenue SW, Washington, DC
- Transforming Tysons, Tysons, VA



5 TRANSFORMATION

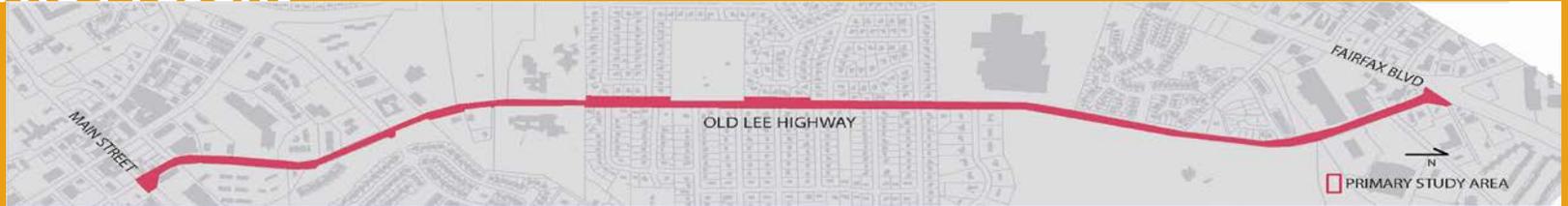
The Past



6 TRANSFORMATION



The Present



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FUTURE - GREAT STREET

'They are places for escape and romance, places to act and dream.'

Allan B. Jacobs, *Great Streets*, 1995



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SCHEDULE + KEY DATES

1. Walking Tour – Mid-February 2015
2. Public Workshop No. 1 – Early March 2015
3. Development of Alternatives – March/April 2015
4. Public Workshop No. 2 – May 2015
5. Council Briefing – June 2015
6. TLC Conceptual Design Complete - June 2015



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PUBLIC INVOLVEMENT

'Nothing happens, unless first a dream.'

Carl Sandburg



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10 PUBLIC WORKSHOP NO. 1

STREETMIX - Help - Contact

Sign in - New street - My streets - Share

Old Lee Highway

80' width (7' room)



Undo Redo



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DEVELOP ALTERNATIVES

Movement Emphasis

Spectrum of Alternatives



Place Emphasis



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12 DEVELOP ALTERNATIVES

Movement Emphasis

Spectrum of Alternatives



Place Emphasis



- Prepare 2 alternatives for feedback
- Similar to samples from other projects

PLAN VIEW



KEY ELEMENTS

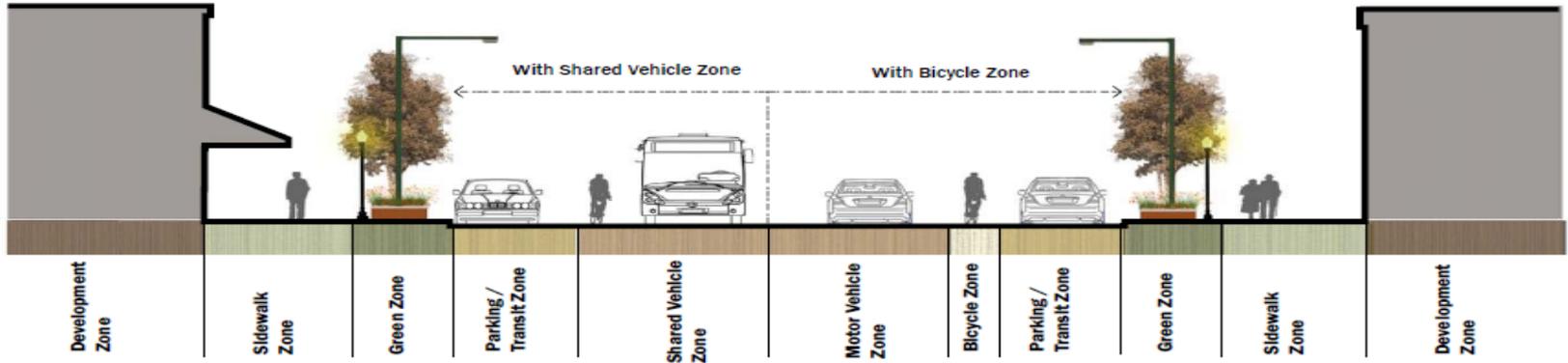
- May function as an arterial, collector or local street. May function as a collector serving as a primary thoroughfare for traffic circulation in a limited area. May function as a local street for an outlying business district.
- designed to carry vehicles at low speeds.
- A destination street for a city or town, serving as a center of civic, social and commercial activity. Serves substantial pedestrian traffic as well as transit and bicycles.
- characterized by wide sidewalks, crosswalks and pedestrian amenities, due to emphasis on pedestrian travel.
- Bicycle lanes are allowed but typically not necessary on these streets, due to lower speeds and volumes and the desire to keep pedestrian crossing distances to a minimum.



STREET CROSS-SECTION ZONES

- Sidewalk Zone: The pedestrian walk area is of sufficient width to allow pedestrians to walk safely and comfortably. Pedestrians are the priority on a main street.
- Green Zone: consists of the area between the sidewalk zone and curb, includes street trees and other landscaping, as well as interspersed street furnishings and pedestrian-scale lighting in a landscaped amenity zone.
- Parking/Transit Zone: Accommodates on-street parking and transit stops. Width and layout may vary.
- Bicycle Zone: A zone for bicyclists separate from vehicular traffic.
- Motor vehicle / Shared Vehicle Zone: The primary travel way for vehicles. A shared vehicle zone has mixed traffic (cars, trucks, buses and bicycles).
- Development Zone: Development should be pedestrian-oriented with narrow setbacks and an active street environment.

ILLUSTRATIVE STREET CROSS-SECTION



14 NEXT STEPS

- Approve Conceptual Plan
- Develop Engineered Plans
- Secure Funding (City applied for \$2M in FY 16 Revenue Sharing funds)
- Develop Implementation Plan



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QUESTIONS/DISCUSSION

