APS Stratford Project
Transportation Analysis Overview
Stratford BLPC #14
October 26, 2015
Outline

• Key Takeaways
• How do the High Road and Vacation Lane Only options compare?
• Review of Vacation Lane Recommendations
• Review of Other Recommendations and Expected Improvements
• TDG has no significant reservations about either the High Road or the Vacation Lane Only options from a transportation perspective.

• Recommendations for both options include design changes aimed at improving:
  – Ped/bike access and safety
  – Bus and car access
<table>
<thead>
<tr>
<th>Criterion</th>
<th>Comparison</th>
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<tbody>
<tr>
<td>1. Minimizes adding traffic to intersections that are currently challenging (specifically Five Points and Lorcom/Old Dominion)</td>
<td>Vacation Lane Only option is better but High Road is also viable</td>
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<td>2. Minimizes impacts to local streets (specifically 23rd and Vacation)</td>
<td>High Road is better but Vacation Lane Only is also viable</td>
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<td>3. Doesn’t limit movements as doing so may contribute to congestion</td>
<td>Virtually equivalent</td>
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<td>4. Separates modes</td>
<td>Virtually equivalent</td>
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<td>5. Provides adequate queuing and turning space for buses</td>
<td>Equivalent</td>
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<td>6. Provides adequate queuing space for parent drop-off</td>
<td>Virtually equivalent*</td>
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<td>7. Provides comfortable pedestrian and bicycle access</td>
<td>Virtually equivalent</td>
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<td>8. Accommodates staff, visitor and park/rec parking</td>
<td>Equivalent</td>
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*Assumes curb lane used for parent drop-off for both options.
Continuous sidewalks on both sides of Vacation Lane will provide pedestrians with a paved, curb-separated place to walk on both sides of Vacation Lane.
Curb extension, rapid flash beacon, crossing guard

Will shorten pedestrian crossing distance and increase pedestrian waiting area; expected to also improve driver yielding at Lorcom crosswalk.
Vacation Lane Recommendations—Ped/Bike Access

Raised intersection and curb radius reductions

Will shorten pedestrian crossings and improve visibility between pedestrians and drivers; traffic calming.
Curb extension and raised crosswalk

Will shorten pedestrian crossing and improve visibility between pedestrians and drivers; traffic calming.
Sidewalk across driveway openings

Will indicate pedestrian priority at driveway intersections.
Curb extensions, rapid flashing beacon, crossing guard

Will shorten pedestrian crossing distance and increase pedestrian waiting area; expected to also improve driver yielding at Military crosswalk.
Parking on alternate sides of street

Allows two-way vehicle traffic; creates chicane for traffic calming.
Along with parking on alternate side of the street, will transform Vacation Lane from yield street to two-way. Can be used by cars in morning, buses in afternoon.
Other Recommendations or Expected Improvements

- Two northbound thru lanes
- New sidewalk
- Signal or pedestrian hybrid beacon
- Pedestrian crossing improvements
• TDG has no significant reservations about either the C3 or A1 options from a transportation perspective.

• Recommendations for both options include design changes aimed at improving:
  – Ped/bike access and safety
  – Bus and car access
Questions?