

**Rail~Volution Conference**  
**Marriott Wardman Park Hotel**  
**Washington, DC**  
**October 16-19, 2011**  
**Trip Report by Breene Harimoto**

Rail~Volution is the premier rail transportation and transit-oriented development (TOD) conference in the nation. It is held annually in October, alternating between the east coast and west coast.

Last year prior to joining the City Council, I attended this conference in Portland, Oregon. I personally paid for all expenses to attend that conference. It was such a great conference that I wanted to attend again this year to learn more about rail and TOD.

This year, the conference was held in Washington, DC, with over 1,200 attendees. In attendance were transit authority board members and staff, departments of transportation staff, departments of planning staff, transportation consultants, planning consultants, and elected and appointed officials at the city, county, state, and federal levels. There was a large contingent of people from Hawaii attending this conference. In addition to five Councilmembers, there were people from the City Administration, State government, and private sector. Pacific Resources Partnership (PRP) funded conference and travel expenses for several councilmembers, council staff, Department of Planning and Permitting staff, administration staff, and other non-city interested parties. Noticeably missing were staff from our Department of Transportation Services, who will hopefully have the opportunity to attend this conference next year because as we learned at this conference, planning and transportation must work together for good TOD. My conference registration fees, airfare, and hotel expenses were paid through my council contingency fund. I stayed at a low-cost hotel outside of DC and caught the Metro to/from the conference daily. Staying at the conference hotel would have cost more than twice as much. Fortunately, I know my way around DC, I am familiar with riding the Metro, and I like to walk so I was able to do this to save over \$700.

As Honolulu begins its journey with our 20-mile rail system, this conference provided valuable information and insights. There were a multitude of break-out sessions to choose from and the plenary sessions were very informative. The best part of the conference was the mobile workshops, which were field trips to various places around the Washington metropolitan area to actually visit and see TOD concepts, planned, in development, or already developed.

While in Washington DC attending this conference, we took the opportunity to meet with Senator Inouye and Senator Akaka. This was a good opportunity to discuss our rail project with them.

Next year's conference will be in Los Angeles. I plan to attend that conference to learn about LA's rail system and TOD experiences.

**Sunday, October 16, 2011**

8:30am – 12:30am

Mobile Workshop #1: Discover the Rosslyn-Ballston Corridor

Tour Guide: Dennis Leach, Arlington Transportation Director

This was a walking tour of what is often hailed as the nation's best example of good TOD. This area is in Arlington, Virginia. The development centers around five metro stations on the Orange Line: Rosslyn, Courthouse, Clarendon, Virginia Square, and Ballston, collectively known as the Rosslyn-Ballston Corridor. This was a multi-modal tour – we caught the Metro from the conference hotel to and from the corridor, we rode a bus, and we walked.

**Highlights:**

- See Attachment A – Workshop Description, which outlines some of the highlights of what the tour showed
- See Attachment B – Rosslyn-Ballston Corridor – Transportation Overview / Demographics and Development, which presents area statistics and significant facts
- Affordable housing has less parking
- Generally 50% residential, 50% commercial
- Peak Metro in this corridor has 50% inbound and 50% outbound
- 1.1 to 1.3 trips per residential unit per day (very low) due to good TOD
- If done correctly, increased density with good transportation will yield less traffic and improved quality of life
- Last 7 years had great improvement in quality of life
- Trending toward younger and more affluent empty nesters
- Everything in walking distance; not convenient to use car
- Large majority of people walk to/from transit stations; few drive
- Zip Cars outside of transit stations for convenience
- Narrowed streets to widen sidewalks
- Bus ridership increased
- Bus headways 15 minutes, 18 hours per day
- Some observations
  - Many people riding buses
  - Many people walking and bicycling
  - Good transitions to old buildings and neighboring low-rise residential areas just two blocks away from new development corridor
  - Many small and large open areas, mini parks, courtyards
  - Large setbacks and wide sidewalks
  - No feeling of crowded urban jungle

1:00pm – 5:00pm

Mobile Workshop #7: Northern Virginia Streetcars: Columbia Pike and Rt. 1

(NOTE: I wanted to go on Mobile Workshop #9: TOD That's Affordable, but it was fully booked)

Highlights:

- Pentagon City Metro station is 2<sup>nd</sup> busiest in Northern Virginia with 35,000 boardings daily
- Arlington Crystal City is experiencing 2<sup>nd</sup> generation TOD
  - Many buildings are at the end of their useful life
  - 10 story buildings being replaced with 20 story buildings
  - 20 story buildings being replaced with 30 story buildings
  - BRAC is causing many government agencies to move out
    - ✓ Opportunity for something new
    - ✓ Create vision of 40-50 years from now
  - Plan is essential; streetcar paths are reserved on the plan
- Alexandria
  - Free trolley every 15 minutes
  - Just got new hybrid buses
  - Have funding to re-do Metro station
- Must plan ahead of redevelopment
  - Early and continued community outreach
  - Intense community involvement
  - 90+ meetings in Crystal City alone
  - Plan is to triple density; density is not a dirty word
  - Keep existing residential areas; this is sacred
  - Show community examples
- Parking maximums
- Buses
  - 15,000 passengers per day
  - 3 minute headways
  - Must move to streetcars to increase capacity
- Columbia Pike
  - Planning includes land use and transportation
  - Vision is to bring back Main Street
  - Expanding bus service
    - ✓ New route to bypass Metro and goes into downtown
  - Preserve garden apartments
- Superblocks
  - Now breaking up superblocks and planning for additional roads to cut up superblocks to help people to get around better; better TOD

Major TOD take-aways from mobile workshops:

- Must have a plan. Without a plan, development will be haphazard.
- Patience, patience, patience. Development will not occur overnight; indeed, it may take 10, 20, or even 30 years for the plan to develop to fruition. But as long as you have a plan, development will naturally follow the plan, whenever developers are ready.
- Provide incentives for developers to follow the plan. Developers will want to maximize floor area and building heights so allow higher densities by negotiating larger setbacks, more open spaces, gentler transitions, etc.
- Honor the old. Preserve historic buildings, older buildings with “character”, buildings that define the area, and landmarks.
- Retain existing residential. Preserve existing residential housing and provide gentle transitions.
- Maximize open spaces. Provide urban garden spaces, open courtyards, large setbacks, and mini-parks.
- Mixed use: residential, commercial, business. Successful TOD must be mixed use to maximize equalization of commuters traveling in and out of areas/stations.
- Provide transportation options. Rail provides the impetus for TOD, but other forms of transportation such as bus or trolley are necessary.
- Transportation drives development. Transportation department and planning department must work together on transit planning and TOD.
- Collaborate with stakeholders. Get stakeholders involved early and keep them involved throughout.

**Monday, October 17, 2011**

**8:00am – 9:30am Plenary Session**

Councilmember Mary Cheh, Ward 3, DC City Council, Washington, DC

Highlights:

- 35% of DC residents do not have cars
- 65% have cars; half of them have only 1 car
- 18,000 members of DC bike share; now self-sustaining

Mayor Vincent C. Gray, District of Columbia

Highlights:

- Planned \$1.5 billion over 10 years for 37 miles of streetcar line expansion
- Commitment of \$50 million/year for Metro
- DC population is 601,000

Christopher Leinberger, Visiting Fellow, Brookings Institution, Washington, DC

Highlights:

- Washington, DC is model for walkable, livable communities
- Transportation drives development
  - Transportation comes first; development follows
- Multiple modes of transportation = walkable urbanism
- Freeways led to sprawl
- Climate change – walkable would reduce gas emissions by 70-80%
- Walkable urban development target
- 2030 will have more households without children than with children
- Average family spends 19% of income on cars
- Walkable work places are necessary also

**10:00am – 11:30am Workshops**

**Advancing Complete Streets: New Tools and Guides for Implementation**

Christine G. Green, Strategic Partnership Manager, National Complete Streets Coalition,

Washington, DC, [cgreen@completestreets.org](mailto:cgreen@completestreets.org)

Highlights:

- Complete Streets policy analysis 2010 will be updated and available on web site
- **Elements**
  - **Vision**
  - **All users and modes**
  - **Connectivity**
  - **All places**

- **Exemptions, approvals**
- **All agencies**
- **Best practices; flexible**
- **Performance standards**
- **All projects**
  - **Rehabilitation, repair, maintenance**
  - **Restriping can include bike lanes, etc.**
- **Implementation**
  - Move from policy to implementation
  - **Policy should refer to implementation**
    - ✓ Already thinking about next steps
- **Effective policy should prompt transportation department to:**
  - **Restructure process & procedures**
  - **Rewrite old design manuals and standards**
  - **Training for planners and engineers**
  - **Create new performance standards**
- **Reprioritization**
  - **Multi-modal projects move to top priority**
- **Seattle**
  - Internal steering committee
  - Count successes; # sidewalks, # curb ramps, etc.

Gabe Klein, Commissioner, Chicago Department of Transportation; NACTO Board Member; Chicago, Illinois

Highlights:

- NACTO Urban Design Guide
- Less casualties with more people bicycling

Charles Denney, Senior Associate, Alta Planning + Design, Arlington, Virginia

Highlights:

- Bikeways
  - Signals are experimental
  - Cycle tracks, bike lanes
  - Standardize markings

Rachel Beyerle, Resources and Publications Manager, Easter Seals Project ACTION & National Center on Senior Transportation, Washington, DC, [rbeyerle@easterseals.org](mailto:rbeyerle@easterseals.org)

Highlights:

- Need to increase transportation mobility of disabled and older adults
- FTA funded
- Technical assistance

- 10 communities annually, competitive application
- 2 days with 1 year follow-up technical assistance
- [projectaction@easterseals.org](mailto:projectaction@easterseals.org)

Mandi Roberts, AICPA, FLA, ASLA, Principal, OTAK, Kirkland, Washington  
Highlights:

- Integrate green features into Complete Streets

**12:00pm – 1:30pm Lunchtime Networking Events**  
**Words Matter: Message Training for Livable Communities**

Jim Middaugh, Communications Director, Metro, Portland, Oregon  
Ilana Preuss, Chief of Staff, Smart Growth America, Washington, DC  
Highlights:

- Tell the story; the heart of a community
- Tested language to reach your target audience
- People are focused on the economy
- **Tell the story of what makes a great place**

NOTE: I left this session at 12:30 for meetings at the Capitol.

**1:30pm Meeting with Helena Zyblikewycz, House Transportation & Infrastructure Committee, Subcommittee on Highways & Transit**

**2:30pm Meeting with Alex Keenan, Staff Director, Senate Appropriations Committee, Subcommittee on Transportation & Housing and Urban Development**

**3:30pm Meeting with Senator Daniel Inouye**

Attendees: Breene Harimoto  
Ernie Martin  
Ivan Lui-Kwan, HART Vice-Chairman  
Keslie Hui, HART board member

Highlights:

- We gave them a brief update of our transit project and HART.
- Council Chair Martin and others assured Sen. Inouye and staff members that everything is aligned in Honolulu for us to proceed with rail. Never before have we had the Governor, Mayor, City Council, State Senate, State House, and HART

in agreement in full support of rail. We gave our complete assurance that this time we will not back down.

- Honolulu only has until the end of 2012 to have a signed FFGA. It is likely that federal funding will not be available to Honolulu after that.

### Tuesday, October 18, 2011

#### **8:00am – 9:30am Plenary Session**

##### **Saving the World, One Community at a Time**

Congressman Earl Blumenauer

Highlights:

- “Political process is failing”; House is dysfunctional
- **Rebuilding America is best way to help the economy and put people back to work**
- Health care – problem is not that we don’t spend enough, but we don’t spend it on the right things
- Need agriculture policy for this century
- Must provide nutrition for children rather than supersizing it
- America has resources but must redirect it
- Get transportation right for your community
- Budget deficit – infrastructure deficit
- Last 2 gas tax increases are part of the deficit reduction

##### **The State of Public Transportation**

William Miller, President, American Public Transportation Association, Washington, DC

- **Good news; public transportation use is up, in particular, rail**
- Since Rail~Volution last year, two new rail lines opened
  - Norfolk, Virginia
  - Denton County, Texas – 21 mile line; suburb of northwest of Dallas/Ft. Worth
- **People respond to good service**
- Dallas has the largest light rail system in America
- Salt Lake built two extensions
  - 16 miles, on-time & under budget
  - Ridership ahead of projections
- FFGA’s signed this year
  - Orlando Sun Rail
  - Colorado
  - Twin Cities
- **75% of time Americans vote for tax increase for public transportation**
- Americans want choices, cleaner air, not dependent upon foreign oil

- **Feel good about what we do – give people transportation choices, livable cities, walkable, bike**
- **It's all about choices**

**Making the Connection: The American Jobs Act and HSR**

Ray LaHood, Secretary, US Department of Transportation, Washington, DC

- Americans clamoring for livable communities
  - Options for transportation
- People are way ahead of politicians
  - Want rail, bikeways, livable communities
  - Streetcars are back
- Portland is most livable community in America
  - Transportation options
- High speed rail
  - President and Vice President share vision; more opportunities
  - California Gov. Brown – 200 mph high speed rail
- Investments all over America
- One way to get economy turned around is rail construction

NOTE: I left the conference at 9:30 to catch Metro to Capitol.

**10:30am Meeting with Senator Daniel Akaka**

Attendees: Breene Harimoto  
Ivan Lui-Kwan, HART Vice-Chairman  
(Keslie Hui was ill and could not attend)

Highlights:

- We gave Sen. Akaka an update of the status of the transit system and HART.
- We assured Sen. Akaka that everything is aligned in Honolulu for us to proceed with rail. Never before have we had the Governor, Mayor, City Council, State Senate, State House, and HART in agreement in full support of rail. We gave our complete assurance that this time we will not back down.

**12:00pm – 1:30pm Lunchtime Networking Events**

**New Rail~Volutionaries: Advancing the Movement Together**

Sen. Jeff Merkley, Oregon

Highlights:

- Proposing to require analysis of how best to improve transportation
  - Ex: Freeway congested so add new lanes

- ✓ Before we add lanes, analyze most cost effective solution
- St. Paul created a Sustainable Transportation Planner
  - I asked the attendee from St. Paul for a copy of their job description
- Events on trolley to generate interest:
  - Concert on the streetcar
  - Transit station arts/music events

### 2:00pm – 3:30pm Workshops

#### Partnerships: Working Together for TOD Success

Peter Albert, Manager, Urban Planning Initiatives, San Francisco Municipal  
Transportation Agency, San Francisco, California

#### Highlights:

- Urban planning initiatives 2008
  - **Engage transportation planning early**
  - **Community engagement**
  - Operations & finance feasibility
  - Streamline processes
  - Policy consistency
- **Include bikes, pedestrians, cars, public transportation**
- Transit First city
- Transportation projects
  - M Line Alignment
  - Bike trails, etc.
- Park Merced
  - 19<sup>th</sup> Avenue Corridor Study
    - ✓ Leverage private obligations
    - ✓ Tier 5 projects
      - ⇒ West Side Alignment
      - ⇒ **Grade separation of rail**
      - ⇒ Extension to BART
      - ⇒ Pedestrian and bike projects
    - ✓ EIR certified (?)
    - ✓ Tier 5 Planning Study Grant
      - ⇒ \$300,000 planning grant
      - ⇒ \$180,000 match by city
      - ⇒ PPP agreement in 2 years
      - ⇒ \$62M in private funds
- Treasure Island
  - **Transit Oriented Recreation**
  - Transit hub for buses, ferries
  - Congestion pricing plan

Theresa O'Donnell, AICP, Director of Sustainable Development and Construction, City of Dallas, Texas

Highlights:

- Dallas DART
  - Longest light rail system in America with 72 miles and 55 stations
  - Will expand to 90 miles by 2014
  - Opened about 1995
  - First TOD project in 2005
  - TIGER grant to get streetcars
  - Plan encourages high density mixed use around stations and job centers
- **TOD challenges**
  - **Outdated zoning regulations hinder development**
  - **Some allowances for development contrary to TOD (brownfields, etc.)**
- **Old existing zoning**
  - **Often obsolete**
  - **Often automobile-centric**
- **New zoning**
  - **Implemented form-based zoning**
  - **What makes sense**
  - **TOD is the standard, so TOD won't require special considerations**
  - **Need catalyst project to test out**
- **HUD Challenge Grant**
  - **6 stations in challenged districts**
- PPP
  - Public
    - ✓ Diverse set of incentives in tool box
    - ✓ Not just about financial incentives
  - Private
    - ✓ Understand city policy objectives
    - ✓ Get city involved early
- **Real challenges**
  - **1<sup>st</sup> and last mile**
    - ✓ **Need TOD to make transit work**

Teresa Brice, Executive Director, Local Initiative Support Corporation, Phoenix, Arizona  
Highlights:

- 20 miles, 26 stations, opened in 2008
- 2004 voters approved transit tax
- Planned 2 mile extension in 2016

- No south connection – low-income area, largely people of color
- Sustainable Community Fund
  - \$10M goal, now have \$20M
  - Early investment from private capital
  - Emphasis on affordable housing
  - Interested in “place making”
    - ✓ What’s missing – grocery stores, child care, etc.
- Competing interests
- Adopted form-based zoning code
- Community expectations vs. developer/owner needs
- TIF unconstitutional in Arizona
- **Place making**
  - Station area planning
    - ✓ Make more comprehensive for 8 prioritized stations
    - ✓ Inventory what’s around (market research) so developers can plan
      - ⇒ Grocery stores, schools, etc.
- **Lenders are still in last century with their lending evaluation/requirements not in sync with TOD**

#### 4:00pm – 5:30pm Workshops

##### **Making the Connection: Cities + Transit Agencies in New Starts Land Use**

Elisabeth Day, Director, Office of Project Planning, Office of Planning and Environment, Federal Transit Administration, Washington, DC

- New Starts
  - \$1.99B in FY2010
  - Historical average share is 50%
  - Typically 6-12 years in project development
    - ✓ Alternative Analysis 1-2 years
    - ✓ Preliminary Engineering 2-3 years
    - ✓ Final Design/Construction 3-7 years
- Land Use
  - Population and employment – ½ mile of station areas
- Economic Development
  - **Transit systems plans and policies**
    - ✓ **Growth management**
    - ✓ **Transit corridor policies**
    - ✓ **Supportive zoning near transit stations**
    - ✓ **Tools to implement**
  - Growth management
    - ✓ Smart growth, etc.
  - **Parking limits**

- Density
  - ✓ Transit oriented character
- Density bonus, TIF, joint development

Michael LoGrande, Director, Department of city Planning, City of Los Angeles,  
California

Highlights:

- Parking
  - Zoning overlay for transit line
  - **Parking space maximums instead of minimums**

NOTE: I left this session early to attend an off-site function. Last night PRP invited me to a small reception to honor Senator Inouye. I agreed to attend this reception with this understanding. I stayed at the reception for about a half-hour and left immediately following the greetings and speeches.

### Wednesday, October 19, 2011

**8:00am – 9:30am Workshops**

**Bending the Market: Joint Development as a Catalyst**

Jayne Blakesley, Attorney-Advisor, Office of Chief counsel, Federal Transit  
Administration, Washington, DC

Highlights:

- “First we make the cities, then the cities make us (Aristotle).”
- **Public transportation is central to quality of life**
- **Only way to improve transportation is via government policies**
- FTA’s main role is to provide funding for transit projects
  - New Starts and TIGER grants

Megan Gibb, AICP, manager, Transit Oriented Development, Metro, Portland, Oregon  
Highlights:

- 1.4M people, 3 counties, 25 cities, MPO, elected board
- 2040 Plan
  - Developed in 1995
  - **Growing up, not out**
  - **Targets growth to centers, corridors**
  - **Facilitates PPP**
  - Create market comparables
  - Develop developers

- Increase acceptance of urban style buildings
- Place making
- **Mixed use and increased densities best for transit**
- Lower gas emissions
- \$500,000 average put into PPP projects
- College apartments have no parking
- **More affordable housing projects**
- Sometimes too much retail
  - Population won't support; some empty now
- Some alignments not TOD; fail to leverage land use
- **Don't go with alignments of path of least resistance**
- **Estimated 422 acres of land saved by doing TOD instead of traditional development**

Patrick McLaughlin, Transit-Oriented Development Associate, Regional Transportation District, Denver, Colorado

Highlights:

- Denver
  - 122 mile light rail
  - 18 mile bus BRT
  - 31 park & rides with 21,000 parking spaces
  - Enhanced hubs & bus network
- Policies
  - TOD increases ridership and revenues; liveable communities
- **Mixed Income Housing Policy**
  - **When issuing RFQ/RFP for joint development, incorporate affordable housing in concert with local jurisdiction goals**

Kathy Olson, Transit Oriented Developer, Utah Transit Authority, Salt Lake City, Utah

Highlights:

- UTA – six counties
- **HUD Sustainable Communities Grant for TOD**

Andy Scott, Special Assistant to the Secretary for Economic Development, Maryland Department of Transportation, Hanover, Maryland

Highlights:

- MDOT is multimodal
- Integrated Transit Trust Fund
  - Bus, rail
- **Governor defined TOD as “state transportation purpose”**

- **TOD is part of MDOT's statewide transportation mission**
- **Deliberate plan to increase transit ridership – walking, biking, etc.**
- **Mixed use**

**10:00am – 11:30am Workshops**  
**Community Outreach Strategies for Engaging Diverse Stakeholders**

Diane Goodwin, Manager of Project Communications, TriMet, Portland, Oregon  
Highlights:

- **People**
  - **Diverse audience – color, immigrant, elderly are hardest to reach yet most affected**
- **Political climate**
  - **All voices must be engaged**
- **Process**
  - **Community fully engaged from concept to completion**
- **TriMet**
  - “Transportation projects won’t be saved by people attending public meetings.”

Veronica Hahni, Executive Director, Los Angeles Neighborhood Initiative, Los Angeles, California  
Highlights:

- After 1994 riots, people worked together to turn barren playground and bus stop into mini-park with big bus shelter; ridership increased significantly
- Community organization development
  - Annual forum with 400 people 1-day workshop
    - ✓ Food – breakfast & lunch
    - ✓ Opportunities to improve my neighborhood
      - ⇒ Not policy, but immediate action based
    - ✓ Networking
- Meaningful community engagement
  - Project steering committee of stakeholder constituent representatives
    - ✓ Core group; solicit vendors, involved throughout
    - ✓ Taco trucks at every meeting; hugely popular
  - Social media
    - ✓ Digital divide; target audience mostly don’t have email
  - Go to them – church groups, neighborhood watch, etc., wherever people gather
- Technical Advisory Committee
  - Representatives from public agencies
  - Reality checks for steering committee
    - ✓ Example: SC wants crosswalks every block; traffic engineers say no

Veronica Davis, PE, Transportation Committee Chair, Hillcrest Community Civic Association, Washington, DC

Highlights:

- Community activist, self described “curse to DDOT”
- Hillcrest, Ward 7 & 8, east of river
  - High unemployment, food desert
  - Primarily young black professionals in Fairfax Village
  - No metro access; nearest Metro is 1 mile away, hilly so hard to walk; bus dependent
  - Developed transportation plan
  - Community didn’t want to see bike lanes
    - ✓ Perception was bike lanes were for white people
  - Set up tweet to get attention of councilmembers
  - Put together transportation summit to tell councilmembers of problems; captured summary of results
- Capital Bikeshare
  - Built with support in her own community
  - Overcame racial perception
  - Meetings with DDOT, elected officials
  - Now in top 5 usage east of river
  - Canvassed neighborhood to use Bikeshare
  - Next steps
    - ✓ Driving tours for elected officials
    - ✓ Continue meetings with DDOT
- **Lessons learned**
  - **Clear objective**
  - **Community buy-in and find allies**
  - **Consistent message**
  - **Be persistent**

Marla Wilson, Sustainable Development Associate, Greenbelt Alliance, San Francisco, California

Highlights:

- **5 steps of engaging diverse partners**
  - **Start with friends; get referrals**
  - **Prepare to be challenged**
  - **Find out where principles are**
  - **Work to build trust**
  - **Build on common grounds**

- **Tips:**
  - **Spend time building relationships**
  - **Avoid jargon**
  - **Serve food**
- **Feedback is key to trust**
  - **Even if answer is no, people want to know that they've been heard and you've thought through their concerns**

**12:00pm – 1:30pm Plenary Session**  
**Whose Responsibility is Livability?**

Robert A. Peck, Commissioner, Public Buildings Service, US General Services Administration, Washington, DC

Highlights:

- Federal government view
  - Executive Order 13510(?) requires federal government to be more green
  - Guidance
    - ✓ Locate federal buildings near transit
    - ✓ Not to put so many amenities inside buildings so workers will walk outside and take advantage of businesses already there
    - ✓ Federal building may be anchor but need more – plan, TIF district, TOD, etc.
- Most federal government offices
  - 37% of space not used (people not at work)
  - 32% of people are elsewhere (not sitting at their desks)
  - 31% of people are at their desks
- New buildings
  - Retail on ground floor
  - TOD friendly

**2:00pm – 5:00pm Washington DC: Ideas to Action: Use Your Knowledge Now**

I sat in this session but I was pretty much lost. This was really geared toward the goings on in Washington DC and you had to understand the various communities and happenings to understand. This was the only session of the entire conference that I did not get much out of.



## Workshop Description

Discover the Rosslyn-Ballston Corridor  
*Sponsored by Arlington County, Virginia.*

How did decisions a generation ago reshape the Rosslyn-Ballston Corridor in Arlington County? Instead of developing the Metrorail Orange line in the middle of an interstate, the County pushed to locate it along an aging low density commercial corridor. Today, it's one of the most successful transit-oriented communities in the country with over 50 million square feet of mixed use development surrounding five Metrorail stations in less than two square miles. Over 45,000 residents and 100,000 workers and are based here, and many can be found walking, biking and taking transit on a daily basis. Visit this once suburban auto-oriented corridor and see for yourself how it has been transformed into a series of mixed use, multimodal transit-oriented neighborhoods.

This tour will be a walking and bus tour of the neighborhoods that have developed around these five Metrorail stations. The tour will mostly follow Wilson and Clarendon Boulevards. The tour will conclude with a visit to the offices of Arlington County Commuter Services, a national leader in the implementation of transportation demand management strategies.

**Tour Dates:**

Sunday, October 16th 8:30 pm – 12:30 pm

Tuesday, October 18<sup>th</sup> 1:00 pm – 5:00 pm

**Tour Length:** 4 hours    **Tour Size:** Maximum 25

**Tour Leader:**

Dennis Leach, Arlington Transportation, [dleach@arlingtonva.us](mailto:dleach@arlingtonva.us), 703-228-0588

**Tour Contacts**

Dennis Leach , Arlington Transportation, [dleach@arlingtonva.us](mailto:dleach@arlingtonva.us), 703-228-0588

Jennifer Fioretti, Arlington Transportation, [jfioretti@arlingtonva.us](mailto:jfioretti@arlingtonva.us) 703-228-4967

Robert Brosnan, Arlington Community Planning, Housing and Development, [rbrosnan@arlingtonva.us](mailto:rbrosnan@arlingtonva.us), 703-228-3516

## **Proposed Route:**

### ***Itinerary:***

8:30 am Pick up delegation at Washington Marriott Wardman Park.  
(Dennis Leach)

Walk two (2) blocks south to Woodley Park -- Zoo Metrorail Station at 24<sup>th</sup> St  
and Connecticut Ave., NW

8:52 am The group catches Metrorail Red Line southbound to Metro  
Center and transfers to Orange Line to Ballston.

9:20 am The group arrives at Ballston Metrorail Station and begins a one  
hour walking tour of the Ballston and Virginia Square neighborhoods. This  
part of the tour will highlight the need to provide a diverse set of travel  
options including: rail, regional bus, local bus, car sharing, bicycle and  
pedestrian facilities. This part of the Rosslyn-Ballston Corridor is intensively  
mixed use with offices, hotels, high rise residential and retail often collocated  
within a few block area.

10:20 am The group boards the ART 41 bus at the Virginia Square Metro  
for a 2-3 minute ride to Clarendon. The group continues with a one hour  
walking tour of the Clarendon and Courthouse neighborhoods with a focus  
on this area as an emerging restaurant and entertainment district. This part  
of the walking tour will also focus on the development transitions to adjacent  
single family residential neighborhoods.

11:40 am The group catches the 38b Metrobus to Rosslyn where the tour  
concludes at the offices of Arlington Commuter Services with an optional  
snack, PowerPoint presentation and question and answer session that will  
conclude at 12:30. For those participants that need to be back at the  
Marriott Wardman Park at 12:30 pm, directions via Metrorail will be provided.  
Travel time between the Rosslyn Metrorail Station and Woodley Park-Zoo  
Metrorail Station is approximately ½ hour, taking the Orange line towards  
New Carrollton and transferring at Metro Center to the Red Line in the  
direction of Shady Grove.

- *(Times shown are for the Sunday Morning tour only. The Tuesday tour will have the following time points. 1:00 pm tour start, 1:18 pm Metro boarding, 1:48 arrival at Ballston Metro, 2:53 pm ART 41 boarding to Clarendon, and 4:02 ART 45 boarding (or 4:13 pm Metrobus 38b boarding) to Rosslyn)*

## Rosslyn-Ballston Corridor - Transportation Overview

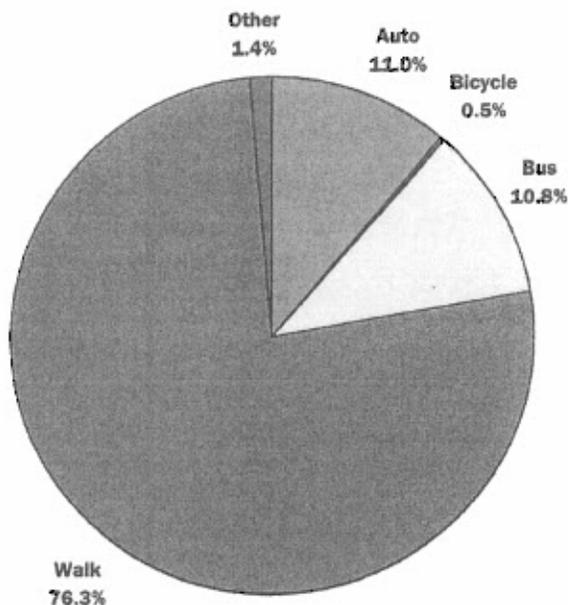
### Infrastructure and Services

Metrorail:	5 stations on the Orange Line with Rosslyn also served by the Blue Line, 4 minute headways in the peak and 12 minutes off-peak. Average weekday Metrorail activity totals 92,283 boardings and alightings in this corridor.
Metrobus:	11 Metrobus routes serving Arlington, Falls Church, Fairfax County and the District of Columbia. 15,000 average weekday boardings and alightings.
ART:	9 Arlington Transit bus routes with 7,000 weekday boardings and alightings. Numerous other public and private transit operations and shuttles.
Pedestrian Access:	Sidewalks on both sides of all arterial streets and on at-least one side of most residential streets. Over 70,000 weekday walking trips to transit.
Bicycle Access:	Over fifteen miles of bike lanes with direct connections to the regional trail network, four Capitol Bikesharing stations in Rosslyn
Car-Sharing:	Arlington County sponsored Zipcar stations located on-street at each Metrorail station with 50 total vehicles in the corridor.
Commuter Store:	2 Commuter Stores – one in Ballston and one in Rosslyn – serving over 73,000 annual customers with transportation information and transit passes.

### Major Investments Planned or Underway

- Metrorail station access improvements at Rosslyn (new entrances/exits)
- Intermodal transit terminal upgrades in Ballston and Rosslyn
- Metrorail to expand service from 6- to 8-car trains
- Bus stop enhancements throughout the corridor
- Arterial street reconstruction and new traffic signals to improve multi-modal access
- Upgraded sidewalks and bicycle facilities with 34 additional Capitol Bikeshare stations planned

**Rosslyn-Baliston Corridor**  
**Metrorail Station Mode of Access**  
 92,283 Average Weekday Boardings and Alightings  
 Source: WMATA, 2007-2010

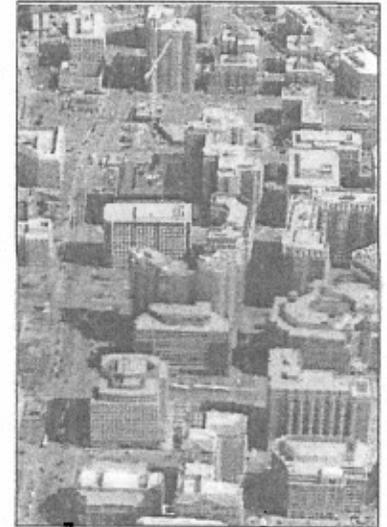


# Rosslyn-Ballston Corridor Demographics and Development

	Sq. Ft.	Sq. Mile	Acres
<b>Area</b>	56,131,447	2.01	1,289

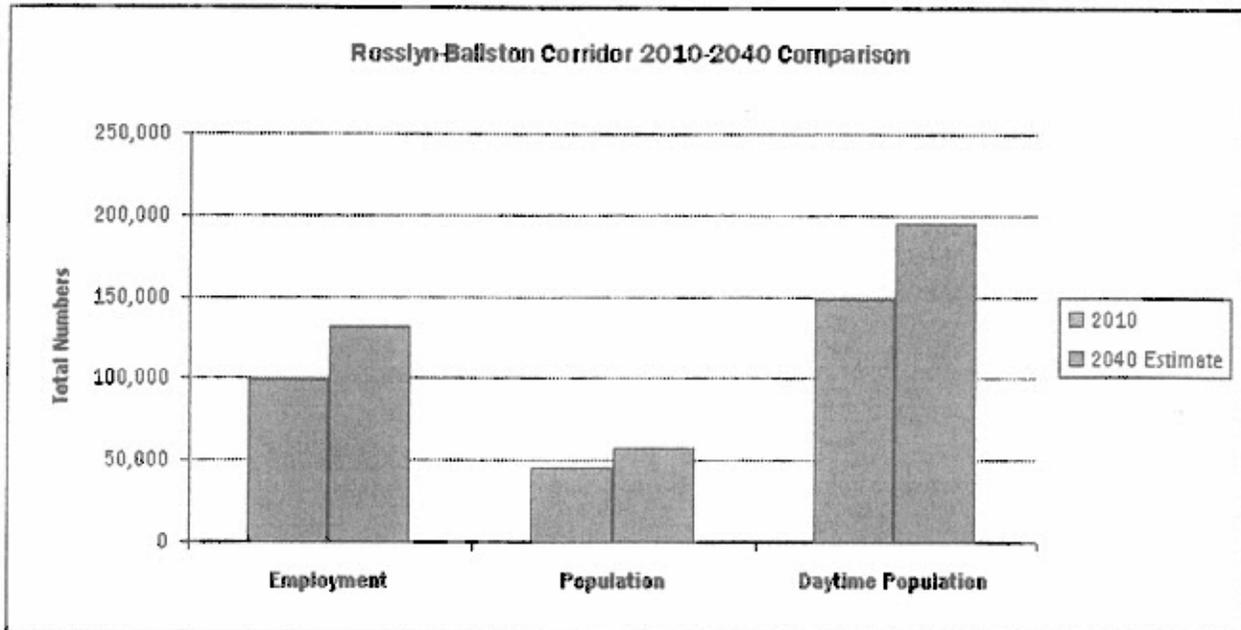
<b>Preliminary Round 7.2 Forecast</b>	<b>2010</b>	<b>2040 Estimate</b>	<b>% Change 2010-2040</b>
Employment	99,400	132,000	33%
Population	45,100	56,900	26%
Daytime Population	148,600	194,400	31%
Households	26,600	34,700	30%
Housing Units	28,802	37,726	31%

Source: Arlington County CPHD, Planning Division, Planning Research and Analysis Team (PRAT), Round 7.2 Forecast



	<b>Existing or Under Construction as of 1/1/10</b>	<b>2040 Estimate</b>	<b>% Change 2010-2040</b>
Office (s.f.)	22,853,321	29,348,803	28%
Retail (s.f.)	3,080,682	3,536,176	15%
Hotel rooms	3,917	4,233	8%

Source: Arlington County CPHD, Planning Division, Planning Research and Analysis Team (PRAT), Round 7.2 Forecast



City Council  
City and County of Honolulu

# CLAIM FOR TRAVEL REIMBURSEMENT

Date: 11/14/11

Traveler: Councilmember Breene Harimoto

Event: Rail-volution 2011

Location: Washington, D.C.

Dates: From 10/16/11 To 10/19/11

Description	Amount	Notes:
1 Registration Fee	<del>515.00</del> 425.00	
2 Airfare	978.20	
3 Hotel	<del>666.70</del> 800.04	
4 Meals		
5 Ground Transportation	<del>79.50</del> 82.24	
6 Tips		
7 Other	21.90	Mailed conference materials home
Other	45.00	Tour 1
Other	45.00	Tour 13
8 Adjustment		
TOTAL REIMBURSEMENT	<del>2261.30</del> 2397.98	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:

Breene Harimoto  
Signature of Traveler

11/14/11  
Date