North Potomac Yard Advisory Group Framework Discussion Notes

Monday, July 25, 2016 – 7:00-9:00PM

Advisory Group Member Framework Options Comments:

Patricia Harris:

- Option 1 and 2 as shown both need to be tweaked/ further improvement (e.g. is it possible to divide N/S bound Potomac Avenue BRT to be side running?)
- Reducing width of Potomac Ave can improve pedestrian/transit experience of both
- Explore possibilities of Option 1 further to create destination for retail

Nancy Appleby:

- Option 2 provides better pedestrian environment (e.g. smaller blocks for pedestrians, more inviting)… concerned about Metro across Potomac Avenue in Option 1
- Need more info in order to evaluate transit
- Concerned in both Options about how transit/buses will impact the urban environment (retail, pedestrian, etc.)
- Because of smaller blocks in Option 2 and more opportunity for pedestrians/bikes, is better option for achieving 2010 vision

Ryan Jones:

- Smaller/larger blocks may not necessarily dictate better/worse pedestrian environment
- Want to ensure that vehicle speeds are low regardless of option
- 2D plans makes it difficult to read the pedestrian environment
- In Option 2 – prefer not to have a through-road around Metro

Colleen Stover:

- Option 1 better for transit – easier drop off for cars
- Don't like idea of bus drop off in front of hotel/retail, because of the idling impact
- Pedestrian Environment (in Option 1), can explore options for improvement. Smaller blocks aren't necessarily better

Mike Caison:

- Option 2 – like the street grid/connectivity – options for pedestrians/vehicles/transit, more flexibility to work with

- Like the angled street/jog of Wesmond

- Like BRT serving more in Option 2

Jeremy Fretts:

- Haven't explored one-way couplet

- Pedestrian access – favorably inclined to Option 2 – better by a little bit particularly because of Metro crossing/BRT

- Like Option 2 for integrated transit, stacked BRT, local, Metro seems like it will be effective mix

- Don't like the concept of a loading alley in Option 1 – would prefer a skinny street, some loading dispersed might be okay, even on Park

- In Option 1, could explore Evans as the BRT stop

Jon Frederick:

- Like Option 2 better, where the Metro lands is the most important. Pedestrians can immediately disperse, whereas in Option 1, bottleneck to cross street

- BRT serving retail street and as an alternative to Metro is better for Option 2

- Service alley in Option 1 doesn't make sense, doesn't seem like apples to apples, don't like long block

Stephen Koenig:

- Option 1 grid shouldn't depict the service alley as a different street classification.

- Option 1 is the same as Option 2 in terms of connectivity

- What is the intended nature of Potomac Avenue?

- Potomac Avenue and Potomac Yard Park have a symbiotic relationship in the 2010 Plan. Like the clear separation of public/private
    - In terms of transit and pedestrian, both options are equal
    - In terms of Metro Zone landing, Option 2 favorable

Garret Erdle:

- Comments provided in a separate attachment

Michael Peter:

- Comments provided in a separate attachment

Public Comments:

- Option 2 offers more flexibility from a connectivity standpoint
- Existing residential areas east of Route 1 and access to NPY – don't like the many wide roads to cross
- Having a bike friendly environment is important and should be incorporated into the framework– defined bike lanes is critical – in grid ensures safety for cyclists
- Is Potomac Avenue a 6-lane road, wherever located?
    - Trade-off in both options – explore further for both
- Legitimate concern to cross very wide road at Metro in Option 1. However, the urban design/unique character of park/road continuity is a positive
- Can BRT stay on Route 1?
- Both options seem very car-centric – can some streets be very narrow, more pedestrian focused?
- Would prefer Option 2 with more of focus on pedestrian/bike access and connectivity
- Concern about addressing car drop-off parking. Should explore providing a separate lane dedicated to short-term drop-off/parking for Metro
- BRT width is a concern for both Option 1 and 2. Phasing has a major impact so that Option 2 provides more flexibility in determining the final width needed for the BRT.
- Is it possible to do some calculations on how many people will be crossing Potomac Ave in Option 1 and Option 2 to access/use the BRT