

To: North Potomac Yard Advisory Group

From: Jon Frederick *JOF*

Subject: Option 1 vs Option 2

Date: August 29, 2016

I regret that I will not be able to attend tonight's North Potomac Yard Advisory Group meeting. In replace of my attendance I wanted to provide my thoughts on the two options that we have discussed over the last several meetings. For the reasons that I have outlined below, I believe that option 2 is the better option and would lead to a superior plan.

- I believe the number one issue that will determine the strength of this plan update is the location of the metro station. Option 2 better integrates the metro station with the plan and eliminates the barrier of Potomac Avenue. In addition, I believe option 2 provides pedestrians more options to disperse upon leaving the station in comparison to option 1 which tends to create a bottleneck.
- Option 2 creates a plan that is ready for construction in the short term and provides additional flexibility for the construction of Potomac Avenue as the area builds out over the next decade.
- According to T&ES staff, option 2 creates better circulation options for bus traffic and eliminates potential safety hazards associated with buses pulling on and off of Potomac Ave. In addition, it is my opinion that option 2 creates a superior BRT route that will drop passengers on the new retail street.
- I think the design of Potomac Ave in option 2 lends itself to a more urban form. It is my opinion that a curvilinear Potomac Ave that runs adjacent to the park will create a more suburban road that will do little to reduce vehicle speeds. The location of Potomac Avenue in Option 2 will result in buildings on both sides of the street which I believe will have a calming effect on traffic speeds and create a superior pedestrian experience.
- If the location of the metro is the number one issue, than I believe the width and design of Potomac Avenue is a close second. The width of Potomac Avenue is an issue that I think the entire advisory group is struggling with regardless of what option you prefer. Therefore, I believe that the plan should strive to reduce the width of Potomac Ave if at all possible and we should take every action necessary to ensure the construction of Potomac Ave has as minimal an impact to the walkability of the plan as possible. It is my opinion that option 2 provides the most flexibility and the most options to achieve this goal.