

## Transportation Recommendations

### Streets

6.1) Provide a compact grid of streets consistent and in alignment with, and connecting to the established street grid in Potomac Yard (Potomac Avenue and Main Line Boulevard), on the west side of Route 1, and in Potomac Yard Arlington.

6.2) All streets and rights-of-way shall be dedicated [or provided as public access easements](#) to the City.

6.3) Maximize the street grid within the site and connectivity to adjacent neighborhoods including:

- Reed Avenue at Route 1 shall be configured to allow all movements.
- Explore and evaluate the option of opening Evans, Wesmond, and Lynhaven in the future to provide access to Route 1.
- Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.

6.4) Consider all users in the future design of streets and streetscapes, [consistent with the City's Complete Street Design Guidelines](#).

[6.5\) The design and configuration of Potomac Avenue, will be subject to the following for each Phase:](#)

[a. Phase 1:](#)

- [Provide frequent and safe pedestrian and bicyclist crossing access;](#)
- [Provide on-street parking, as feasible;](#)
- [Design the street to facilitate connections between neighborhoods east and west of the street, knitting the two areas together;](#)
- [Design buildings to frame and activate the street;](#)
- [Provide streetscape enhancements for walkability and safety;](#)
- [Provide traffic signals at regular intervals;](#)
- [Maintain existing bike trail along western side of Potomac Avenue;](#)
- [Maximize accessibility to the Metroway \(bus rapid transit\) service.](#)

[b. Phase II: Potomac Avenue will be designed to be a north-south multimodal urban street within Potomac Yard. The Avenue will be designed to prioritize pedestrians, bikes, transit and cars in that order and meet the following criteria:](#)

- [BRT alignment will be integrated to maintain urban scale streets and walkability;](#)
- [Design for the minimum width necessary to accommodate planned multi-modal functions of the street;](#)
- [Provide 20-25 ft. streetscape on both sides;](#)
- [Minimize distance needed for pedestrian and cyclist walkability and safety;](#)
- [Provide traffic signals at regular urban intervals to facilitate safe pedestrian crossings;](#)
- [Design buildings to frame and activate the street;](#)
- [Provide on-street parking where feasible;](#)
- [Ensure street design that facilitates connections between neighborhoods east and west of the street, knitting the two areas together;](#)
- [Provide accessibility to Metroway \(bus rapid transit\) to maximize ridership.](#)

6.6) Shared streets as identified in the Plan shall comply with the following recommendations:

- [Shared streets should be flush \(curb-less\) and provide the flexibility to potentially/periodically close for programming and events.](#)
- [The design of the street should include two-way circulation and provide on-street parking. On-street parking will allow for short-term parking.](#)
- [Ensure that the street is designed and functions as a smaller/neighborhood street.](#)

- [Ensure street design prioritizes pedestrian and cyclist safety.](#)
- [Should incorporate durable/sustainable materials. Explore materials/pavers or vertical elements to slow traffic.](#)

6.5) Study, develop, and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to the development and other impacted neighborhoods. (See also recommendations in *Chapter 8: Existing Neighborhoods*).

6.6) New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.

6.7) With any rezoning of the property, the provision and timing of improvements to the intersection of E. Glebe Road at Route 1 are required.

6.8) Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.

#### *Transit*

6.9) Require the construction of an operational Metrorail station. Rezoning of the property is contingent upon the City and the landowner agreeing to a financial plan funding the Metrorail station.

6.10) In conjunction with other public agencies, [streets, public spaces, and transit facilities should be designed and constructed in a manner that support and facilitate transfers between the various transportation modes](#)~~a new intermodal transit and transit center shall be constructed~~ proximate to the new Metrorail station.

6.11) Require the construction of [a the Metroway transitway](#). The final alignment of the [transitway Metroway](#) and station locations shall be determined with [any rezoning for the sites subsequent phases.](#)

6.12) Require dedication of right-of-way to accommodate the high-capacity [transitway Metroway](#).

6.13) ~~Explore options to i~~ Incorporate green technologies into the design of the dedicated transit right-of-way and stations.

6.14) Require participation in a Transportation Management (TMP) District in coordination with existing Potomac Yard TMP District.

6.15) Transit stations should be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.

6.16) Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a ~~50~~60% modal split.

6.17) Explore additional local-serving routes to connect locations within Potomac Yard to nearby communities and destinations.

#### *Parking*

6.18) On-street parking is required to be metered and managed through a performance parking program.

6.19) Provide advanced parking management systems including real-time parking availability, pre-trip parking information and parking reservation/navigation systems.

[6.20\) Adhere to additional parking recommendations found in Chapter 4: Land Use Recommendations – Parking \(pg. XX\)](#)

~~6.20) Require long and short term bicycle parking.~~

#### *Pedestrian – Bicycle*

6.21) Provide a continuous, connected and accessible network that enables pedestrians – particularly those with mobility impairments – to move safely and comfortably between places and destinations.

6.22) Develop a comprehensive on- and off-street bicycle network.

6.23) Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.

6.24) Provide a ~~24-hour~~ bicycle and pedestrian connection across the railroad tracks to Potomac Greens in conjunction with Metrorail station development.

6.25) Provide centralized bicycle storage facilities, located near the Metrorail and transit locations for all users of Potomac Yard – including areas for private and for shared-use bicycles – in conjunction with Metrorail station development. Commuter and recreational bicycle information could also be available to residents and visitors.

6.26) Explore future connection from ~~Landbay K~~[Potomac Yard Park](#) across the George Washington Memorial Parkway to the Mount Vernon Trail.

6.27) Provide a future connection from ~~Landbay K~~[Potomac Yard Park](#) to the Four Mile Run Trail.

6.28) Require an off-street shared-use path along the length of ~~Landbay K~~[Potomac Yard Park](#) between Braddock Road to the south and Four Mile Run to the north.

[6.29\) Incorporate Bikeshare stations at key activity centers within the Plan area.](#)