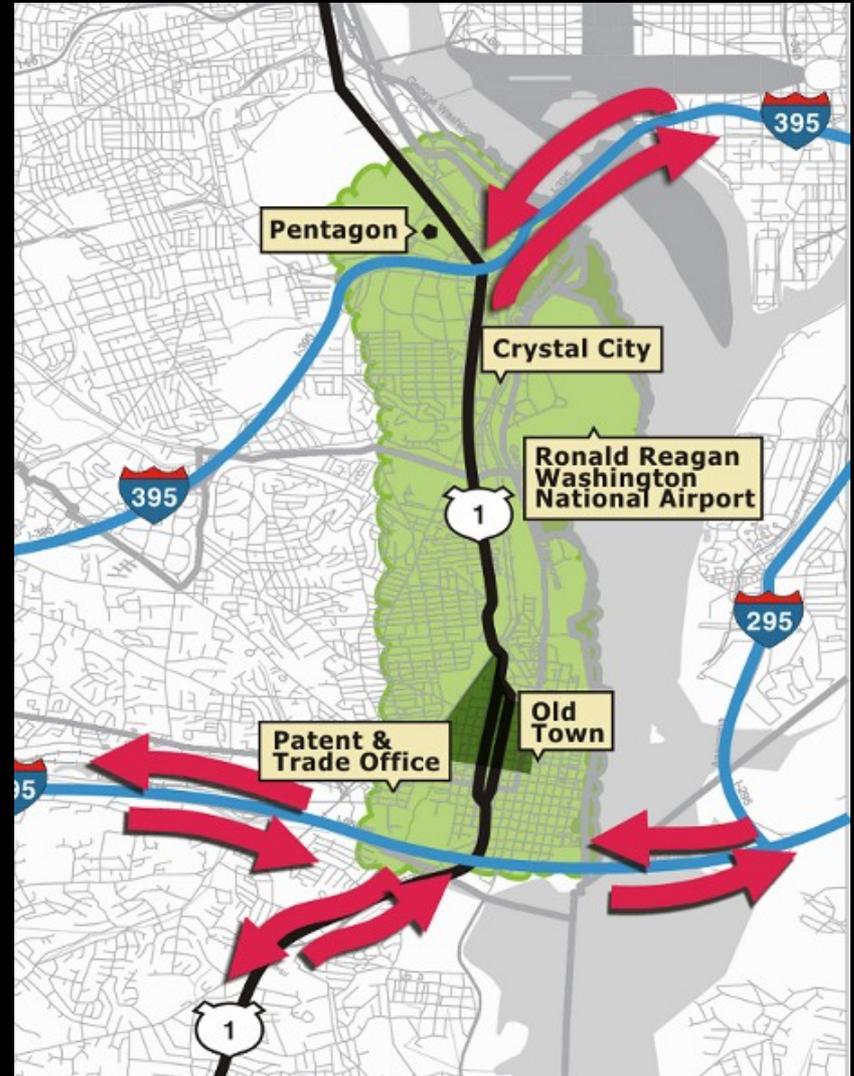
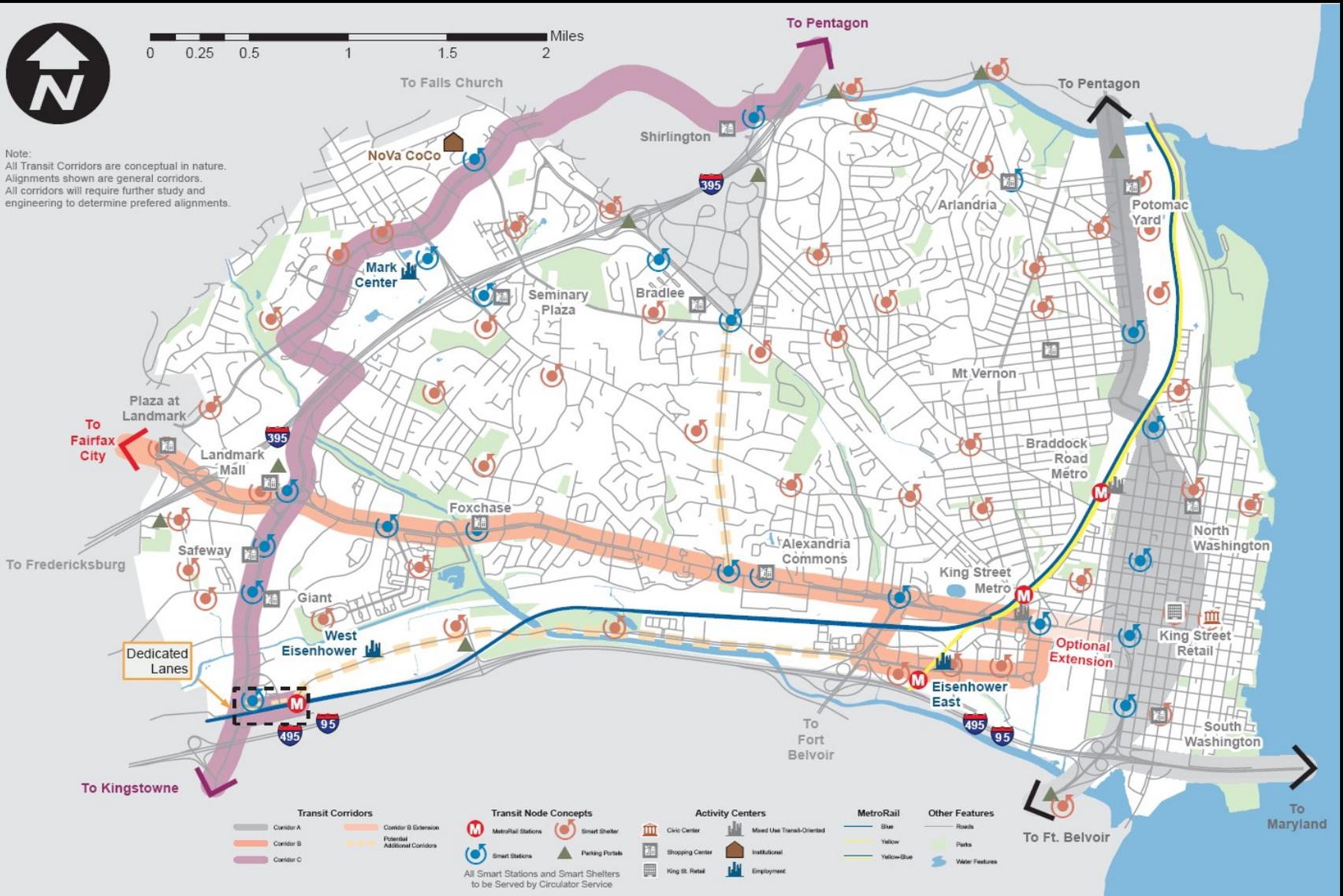


Regional Conditions

- Natural and physical barriers constrain travel options
- Major destinations along Route 1
- Beltway heavily influences traffic conditions along Route 1

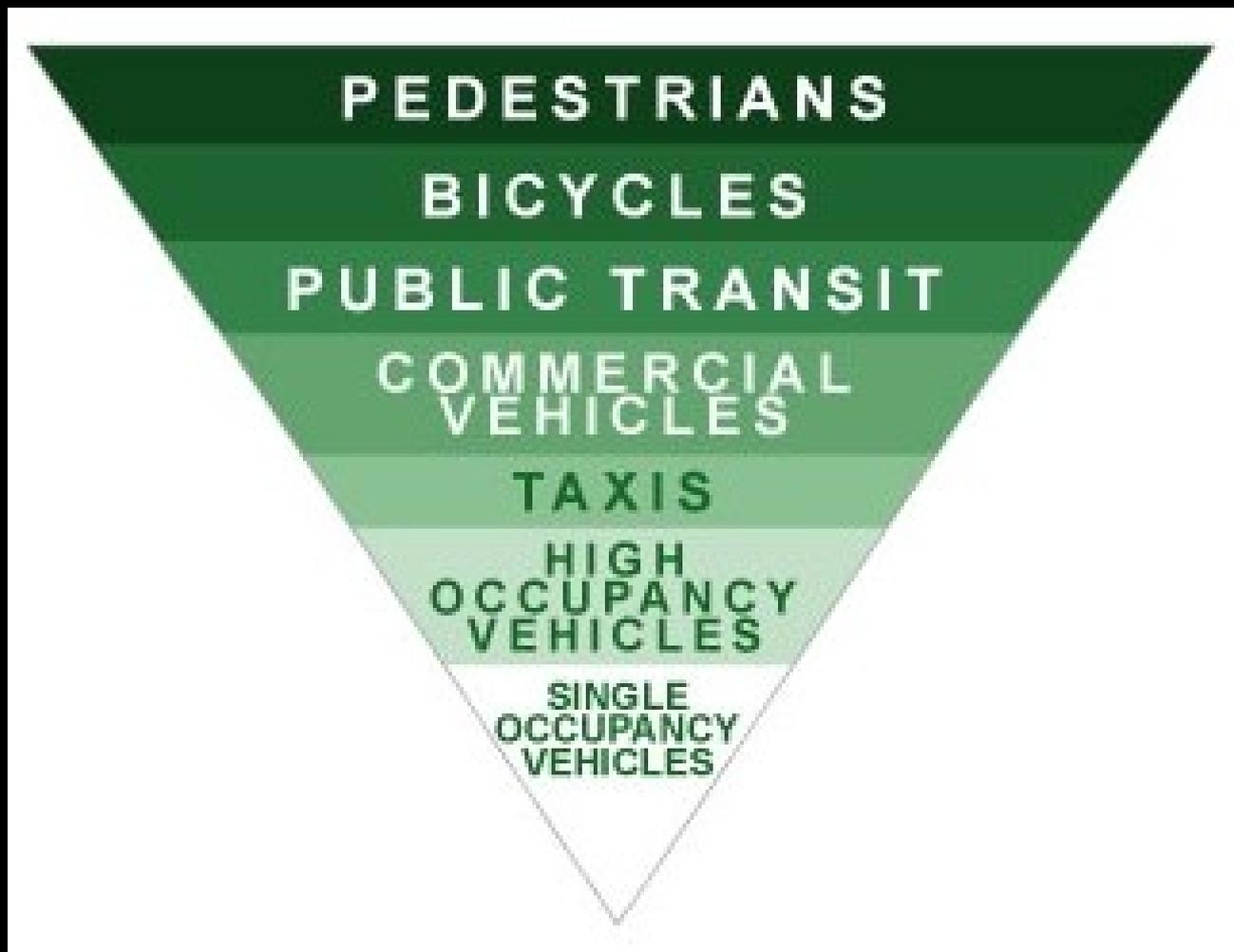


Future Transit Corridors



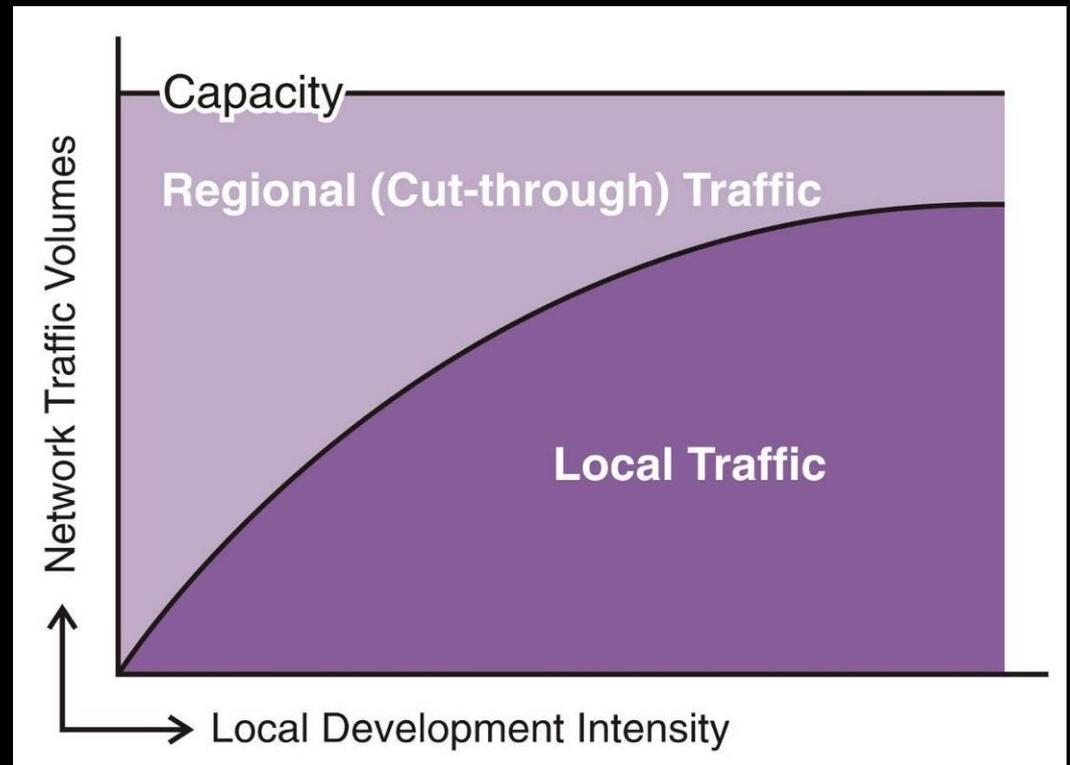
Dedicated Route 1 Transit Corridor





What does this assessment tell us?

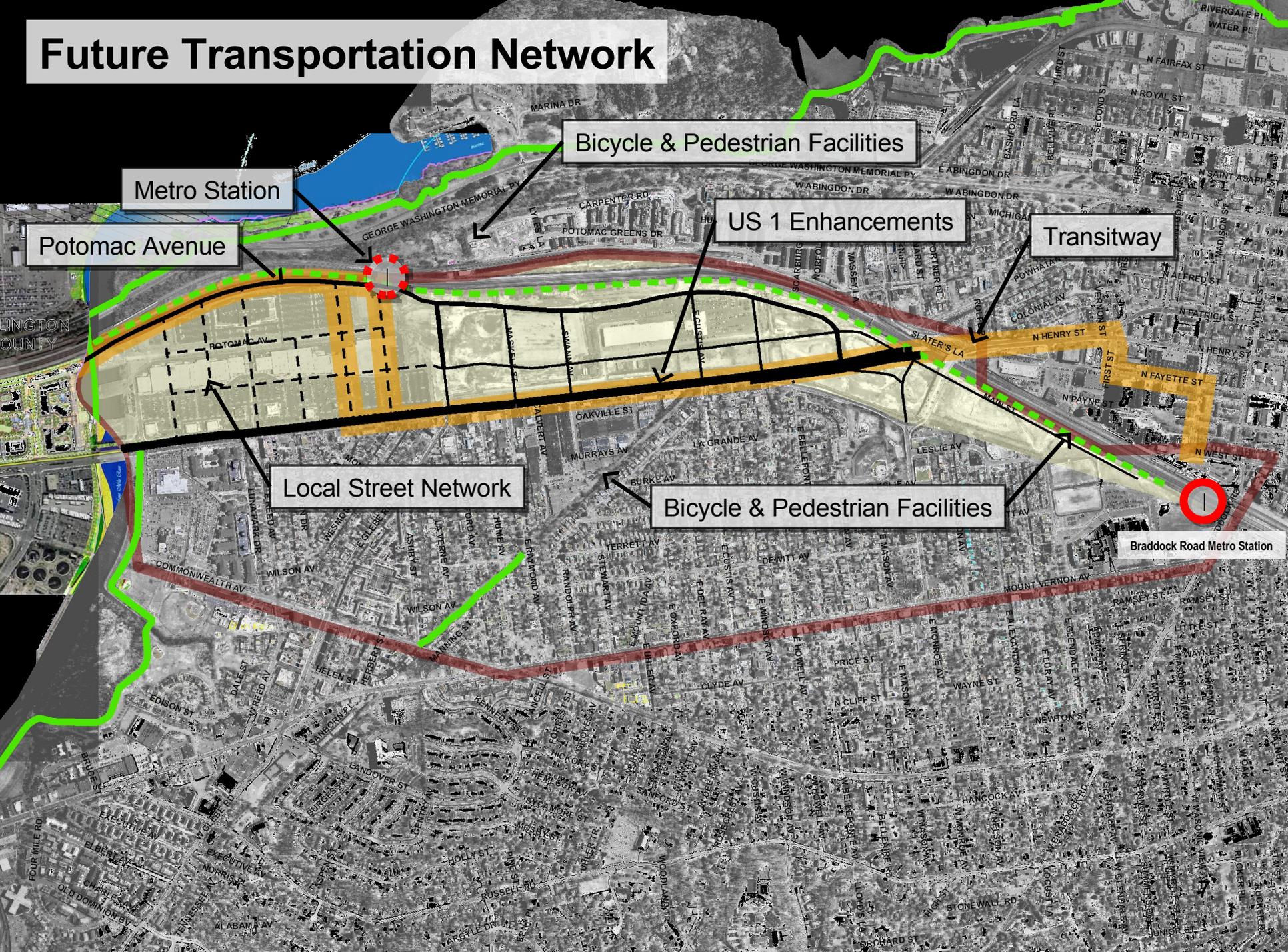
- Congestion on US 1 will continue
- Local growth in a constrained network results in:
 - “squeezing out” of regional trips
 - Peak hour spreading (extended duration of congestion)



Study Assumptions

- Development density
- Future transportation network
- Travel mode choice
- General traffic growth

Future Transportation Network



Metro Station

Potomac Avenue

Bicycle & Pedestrian Facilities

US 1 Enhancements

Transitway

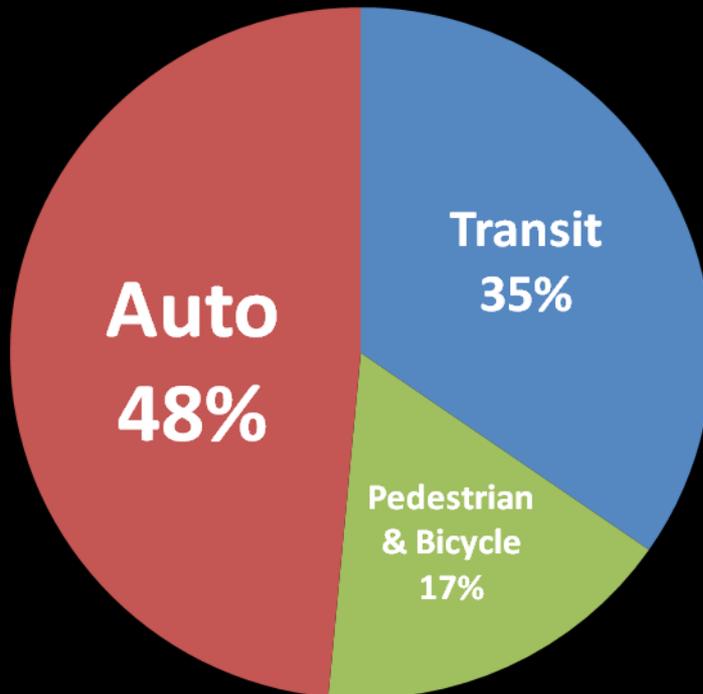
Local Street Network

Bicycle & Pedestrian Facilities

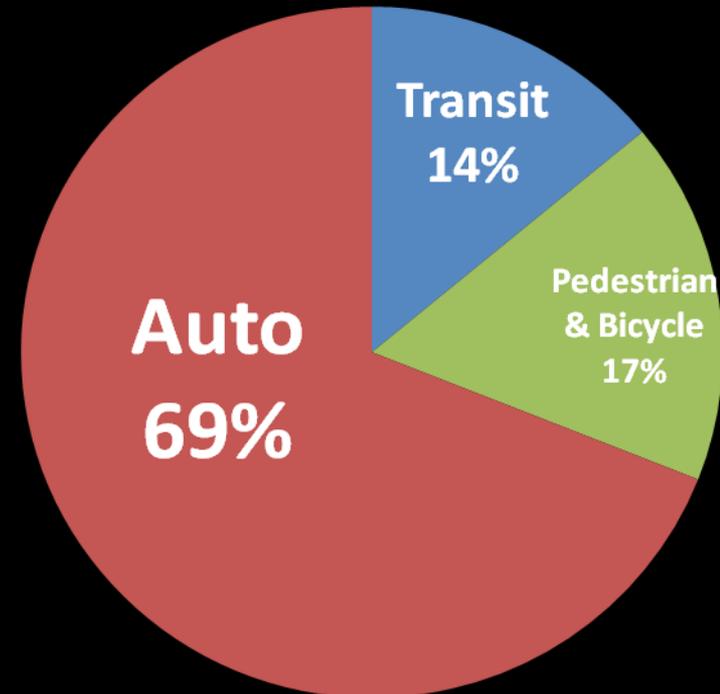
Braddock Road Metro Station

Travel Mode Choice

Scenario Including a New Metro Station



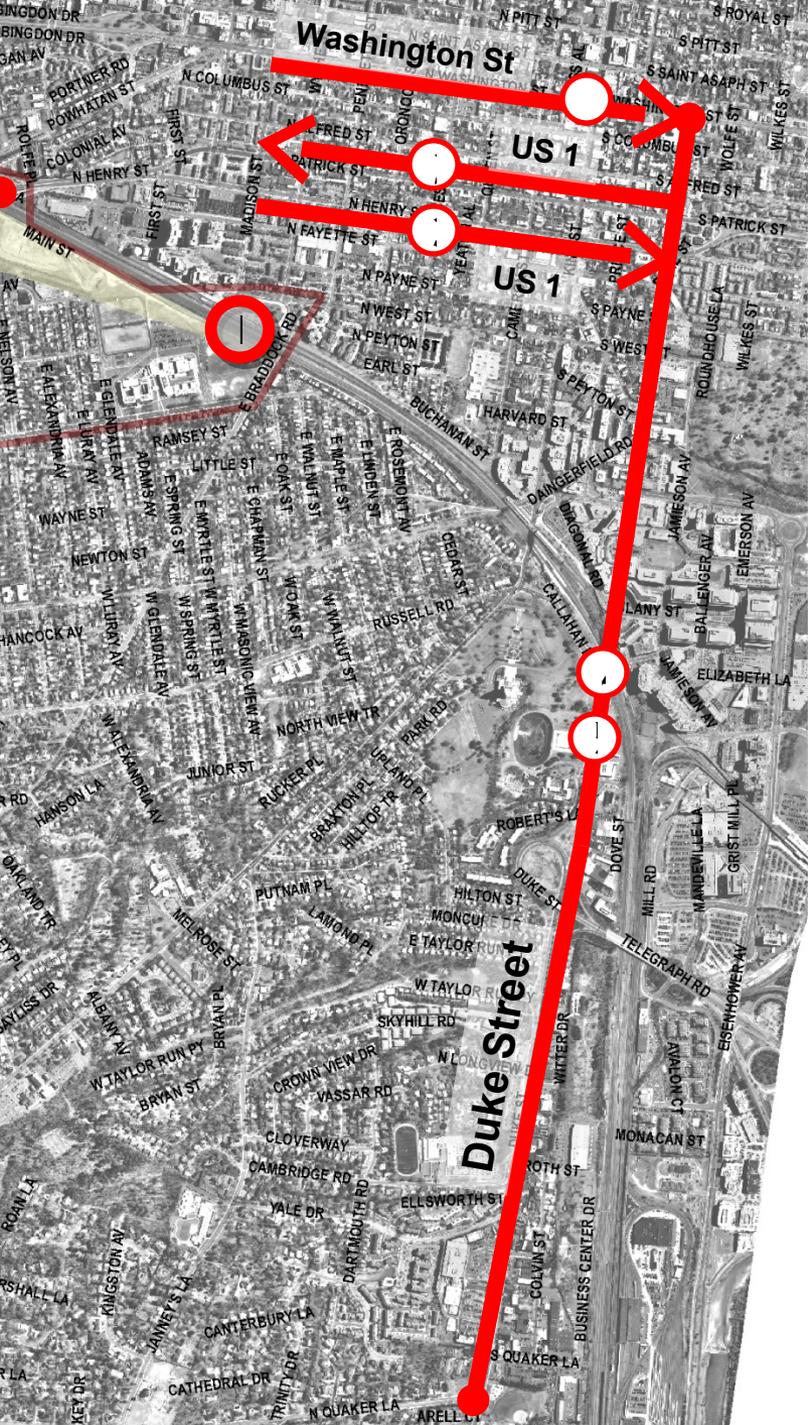
Scenario Not Including a new Metro Station



Existing PM Peak Hour Operations



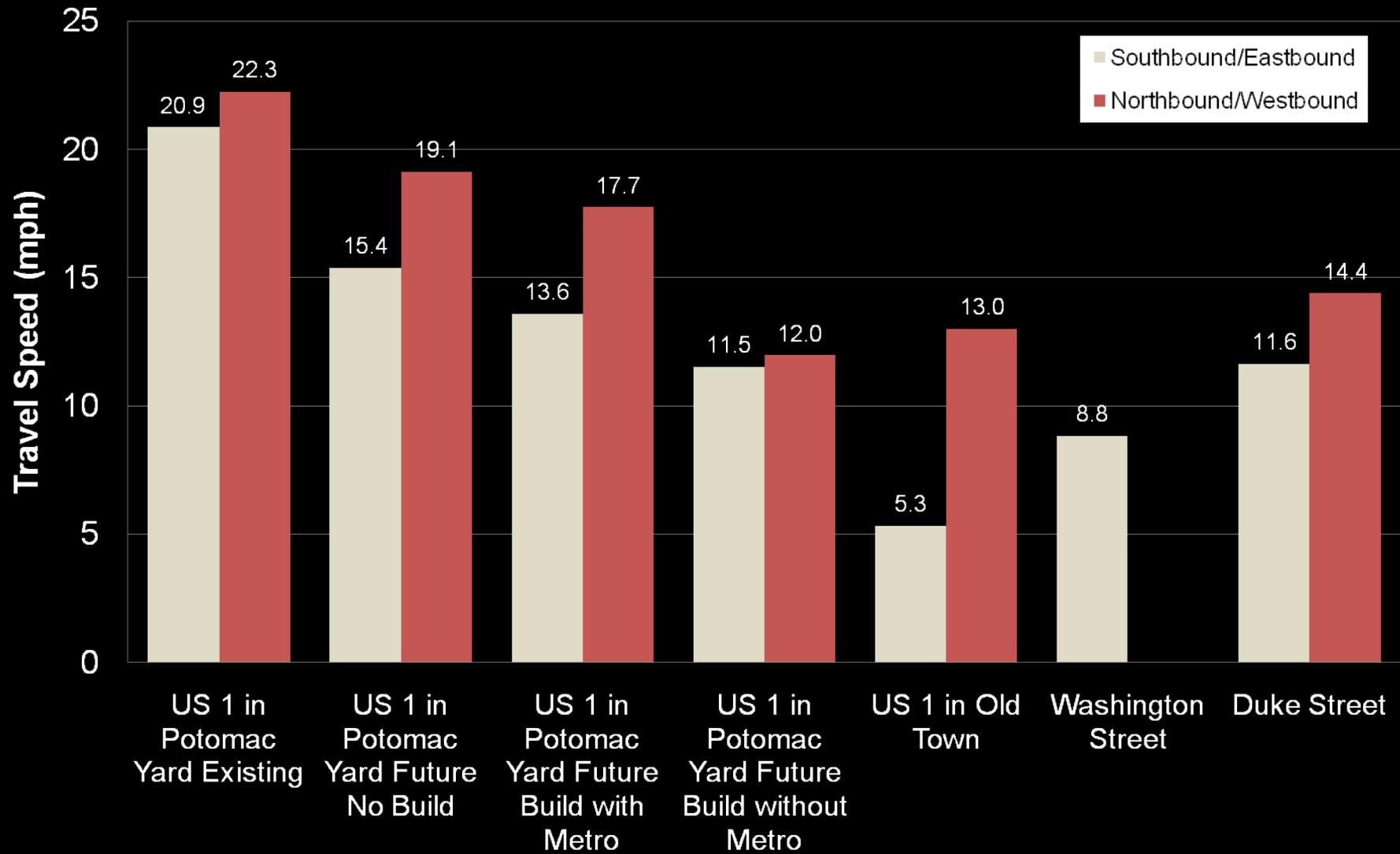
Existing PM Peak Hour Travel Time and Speeds



Location/Direction	Average Travel Speed (mph)	Average Travel Time (in minutes for 1.7 miles*)
1. Washington Street Southbound	8.8	11.5
2. US 1 Northbound (Old Town)	13.0	8.0
3. US 1 Southbound (Old Town)	5.3	19.0
4. Duke Street Westbound	14.4	7.0
5. Duke Street Eastbound	11.6	9.0
6. US 1 Northbound (PY)	22.3	4.5
7. US 1 Southbound (PY)	20.9	5.0

* This is the equivalent time required to travel 1.7 miles, which is the same as the length of US 1 from S. Glebe Road to Slater's Lane

PM Peak Hour Travel Speed in Alexandria



Future Spot Transportation Challenges

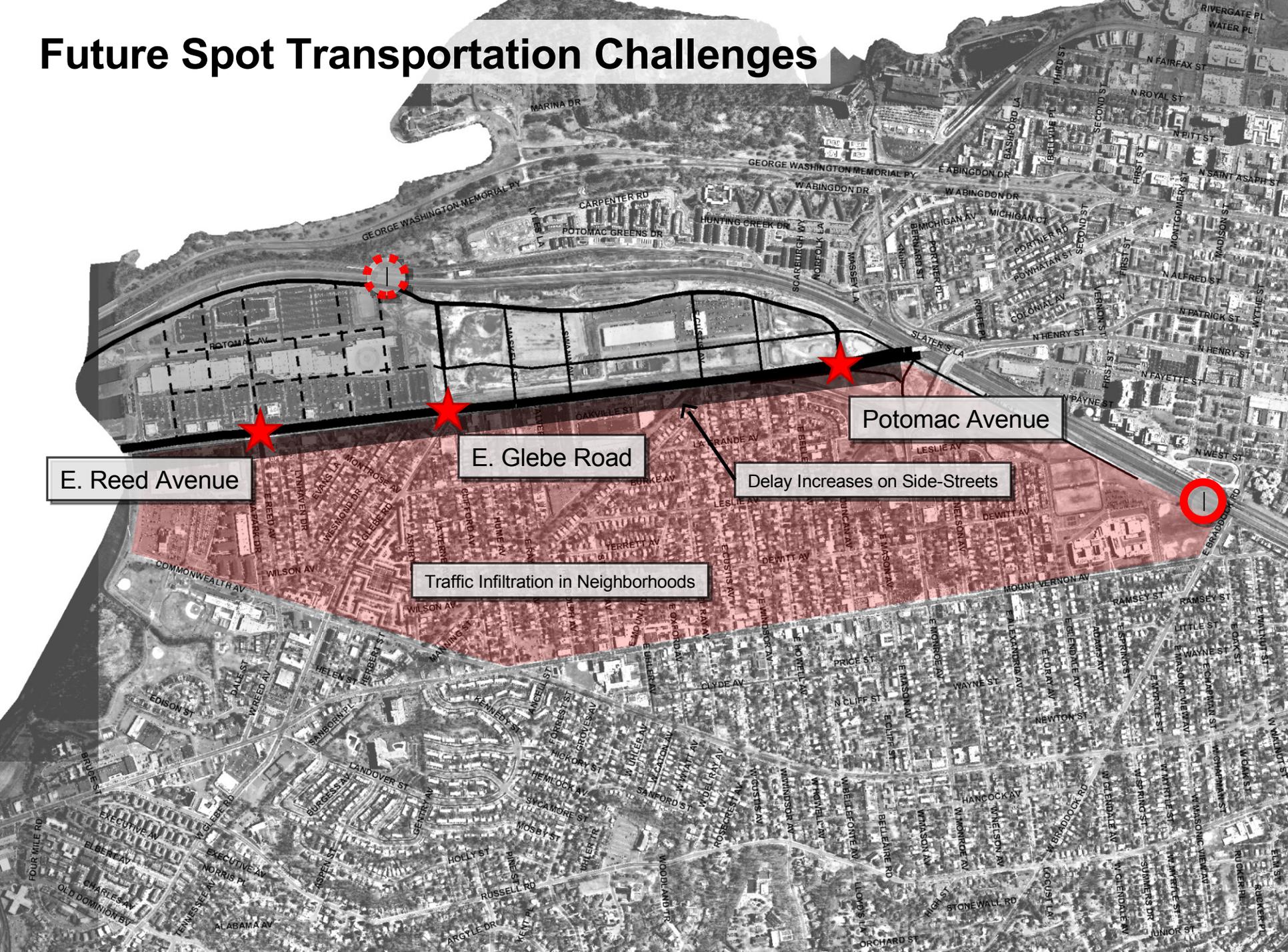
E. Reed Avenue

E. Glebe Road

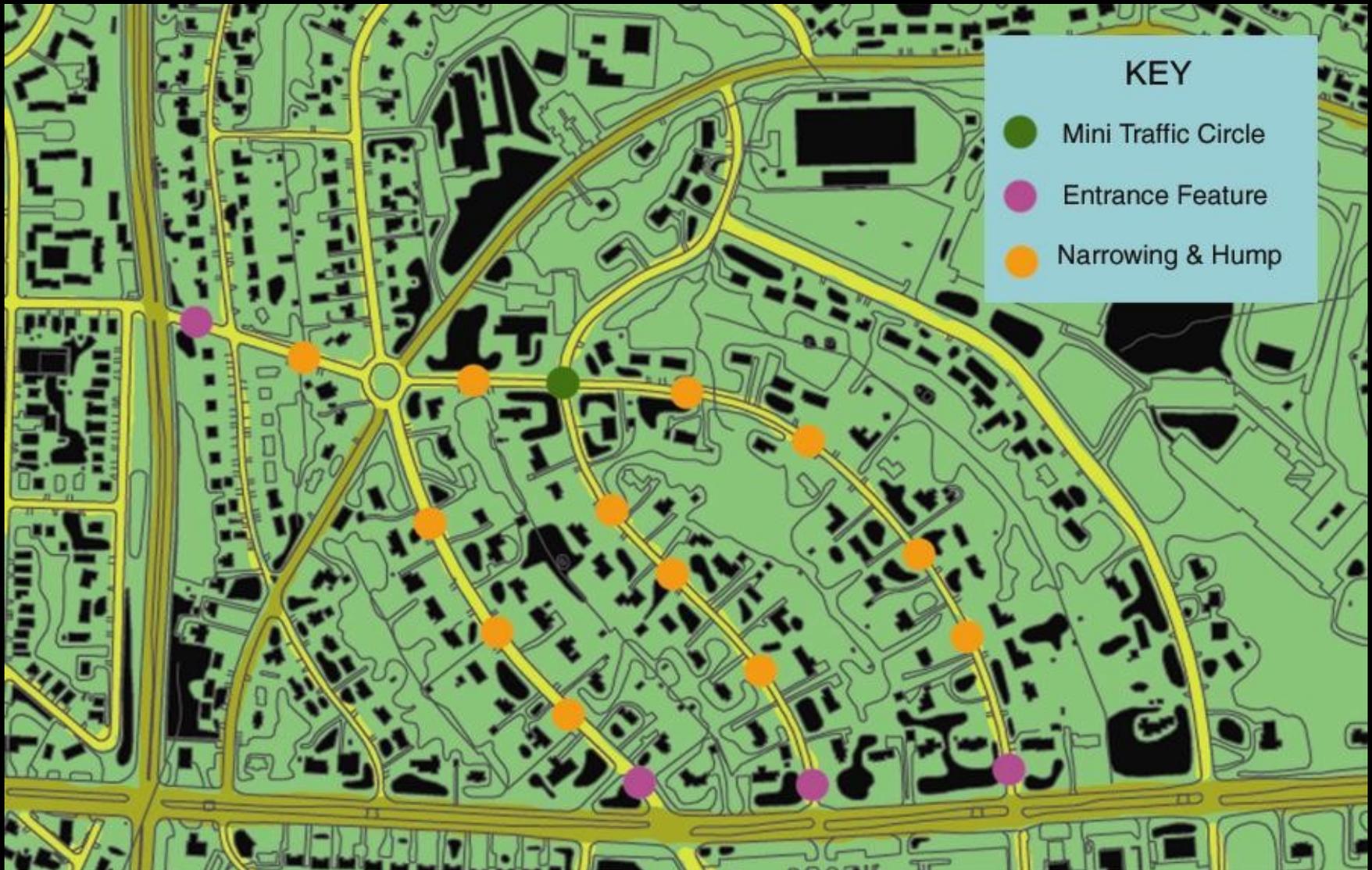
Potomac Avenue

Delay Increases on Side-Streets

Traffic Infiltration in Neighborhoods



Comprehensive Neighborhood Protection



Comprehensive Neighborhood Protection

Starter Ideas – Long-Term Traffic Calming Measures



Summary Points

- US 1 will approach capacity regardless of redevelopment
 - With additional urbanization, more local trips will be carried
 - With less urbanization, more regional through trips will be carried
- Planned multimodal improvements can accommodate projected levels of density
 - With new Metro station – additional density can be accommodated
 - Without new Metro station – less new density can be accommodated
- Neighborhood streets can be protected
 - Managing intersections
 - Comprehensive neighborhood traffic management strategy
- Redevelopment creates opportunity
 - New Metro station
 - Transitway
 - Decreased auto-orientation
 - Amenities

PYPAG and Transportation Subcommittee Consensus Points

- Planning for Potomac Yard should include a Metro
- Generally comfortable with conditions with 2.5 FAR
- The proposed level of delay is acceptable
- Framing of findings in terms of travel time delay is reasonable
- Maximize access to transit corridor
- Manage impacts to protect surrounding neighborhoods