

# Potomac Yard

## PYPAG Transportation Subcommittee



July 27, 2009

# Potomac Yard

## Agenda

- Background/Context
- Existing Conditions and Neighborhood Character
- Traffic Calming Tools
- Next Steps

# Potomac Yard Amenities

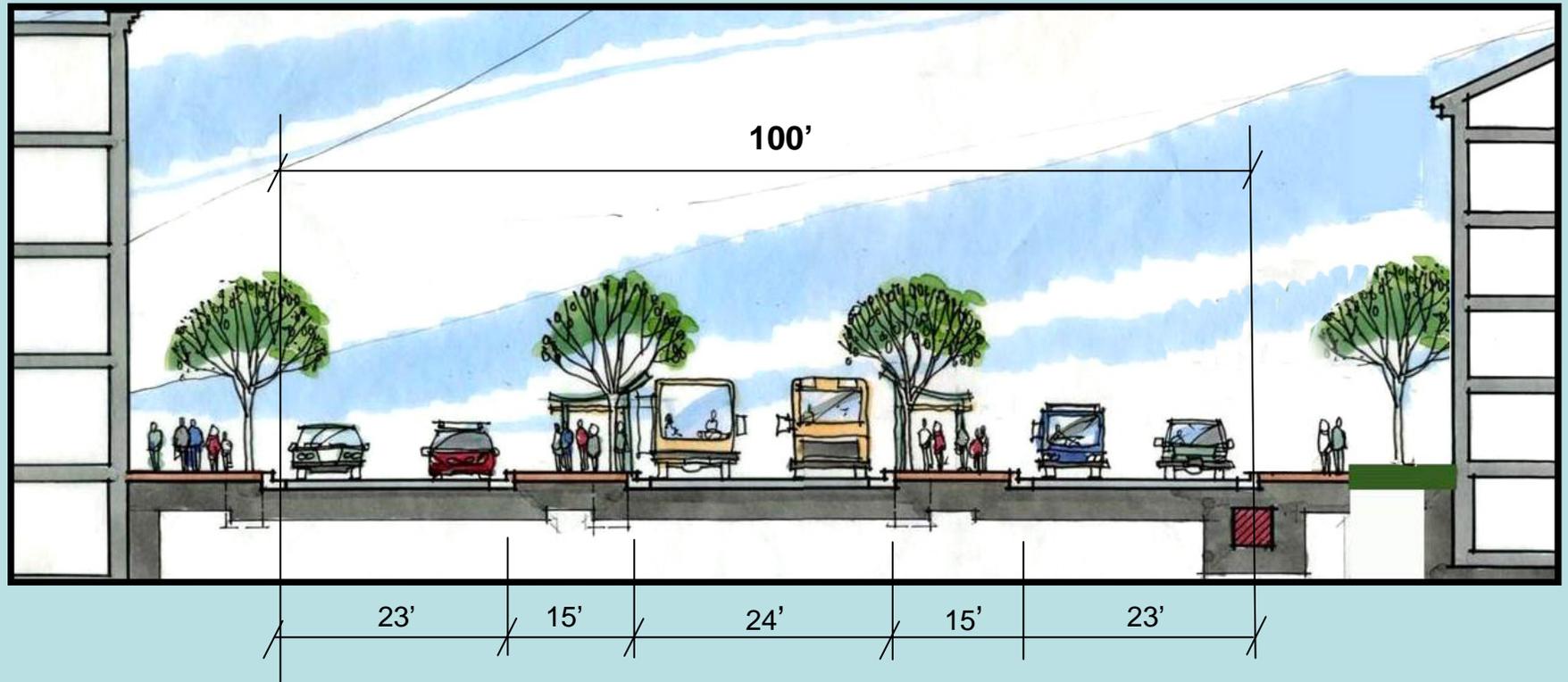
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- Retail, entertainment, civic uses, desirable destinations
- Economic Values
- Accessibility & Ridership
- Transit Corridor
- Urban Amenities
- Open Space Impacts
- Environmental Sustainability
- Transportation Options
- Jefferson Davis Boulevard



# Potomac Yard

## Route 1 Improvements



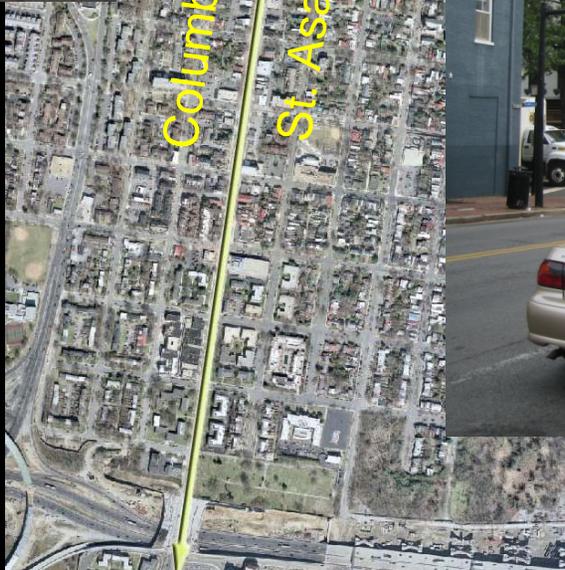
# Potomac Yard Washington Street



PM peak on Columbus Street



AM peak on St. Asaph Street



# Potomac Yard

## Value of Street Networks

- Not every street needs to perform every function and serve every purpose
- Levels the playing field among all modes and streets
- Provides more capacity for all modes
- Reduces travel distance
- Distributes traffic and is more efficient
- Fewer barriers
- Offers parking opportunities

# Potomac Yard

## Networks Inform the Creation of Place



# Potomac Yard

## Limited Network Connectivity

- Traffic is attracted to fewer streets
- Some streets are forced to carry more traffic
- Traffic is concentrated at fewer intersections
- Less balance in overall traffic volumes for local and non-local streets

# Potomac Yard

## Normal Network Connectivity

- Network evenly distributes local and non-local traffic
- Intersection volumes remain relatively balanced
- Options on travel route
- Better balanced local and non-local traffic volumes

# Connectivity



# Potomac Yard

## Future Traffic Volumes

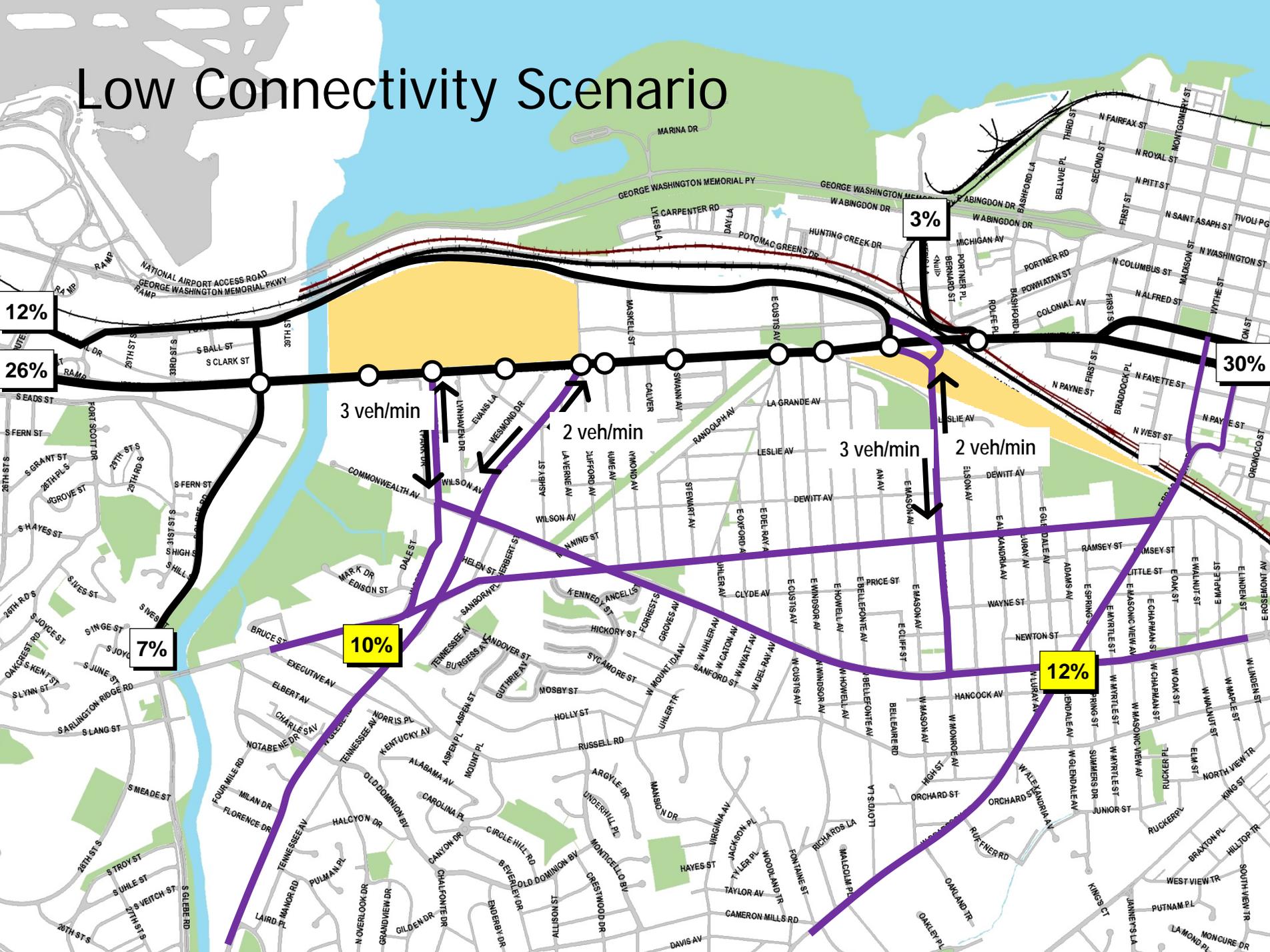
- 22% of traffic oriented in the east/west direction, south of Four Mile Run
- PM Peak Hour – with Metro
  - 22% = 386 trips eastbound
  - 22% = 501 trips westbound
- Connectivity is important
  - Less connectivity pushes more traffic to fewer streets
  - More connectivity better distributes traffic

# Potomac Yard

## Low Connectivity Scenario

- Assumes that only Reed, E. Glebe, and Monroe carry Potomac Yard traffic (includes local trips)
  - Eastbound: 2 cars more per minute on each street
  - Westbound: 3 cars more per minute on each street

# Low Connectivity Scenario

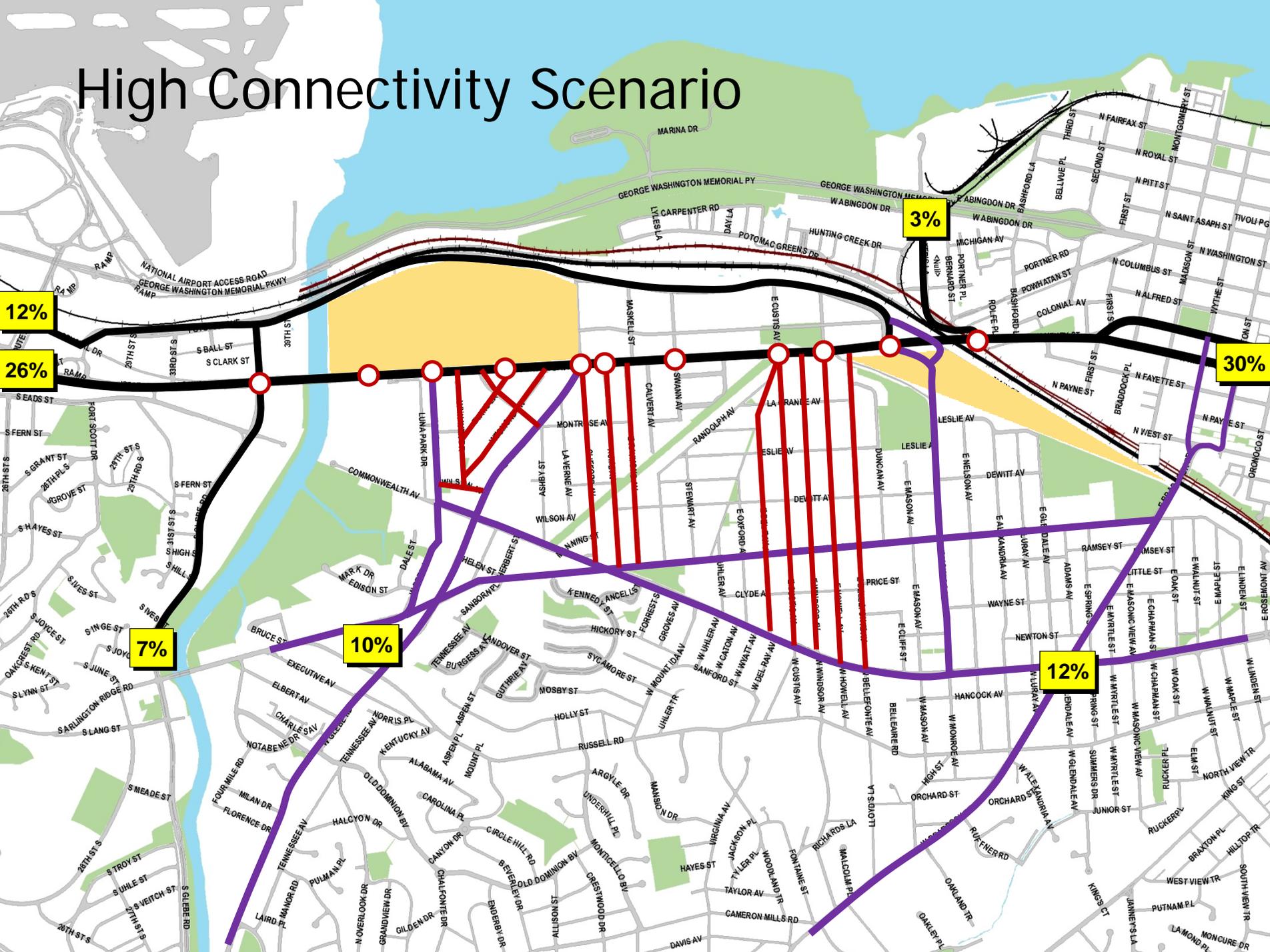


# Potomac Yard

## High Connectivity Scenario

- Assumes that overall area connectivity is maintained and that streets are protected from undesirable traffic speeds
- Assumes that many streets carry traffic
- In a scenario where there are 7 to 8 possible routes and traffic distributes evenly...
  - Eastbound: less than 1 car more a minute on each street
  - Westbound: 1 car more every minute on each street

# High Connectivity Scenario



# Potomac Yard

## Neighborhood Character/Existing Conditions

### Typical Neighborhood Street

- 24 feet wide
- One lane in each direction
- Parking on one side
- Sidewalks on both sides
- Tree lawn (verge)
- “Urban” curb and gutter design (not typical VDOT)
- Monroe is wider

306 E Del Ray Ave, Alexandria, VA, United States

Address is approximate

# Del Ray Avenue



312 E. Raymond Avenue



314 Hume Avenue



430 E. Nelson Avenue



16 E Bellefonte Avenue



# Custis Avenue



312 Clifford Avenue



210 E. Oxford Avenue



# Monroe Avenue



8 feet

Parking Lane

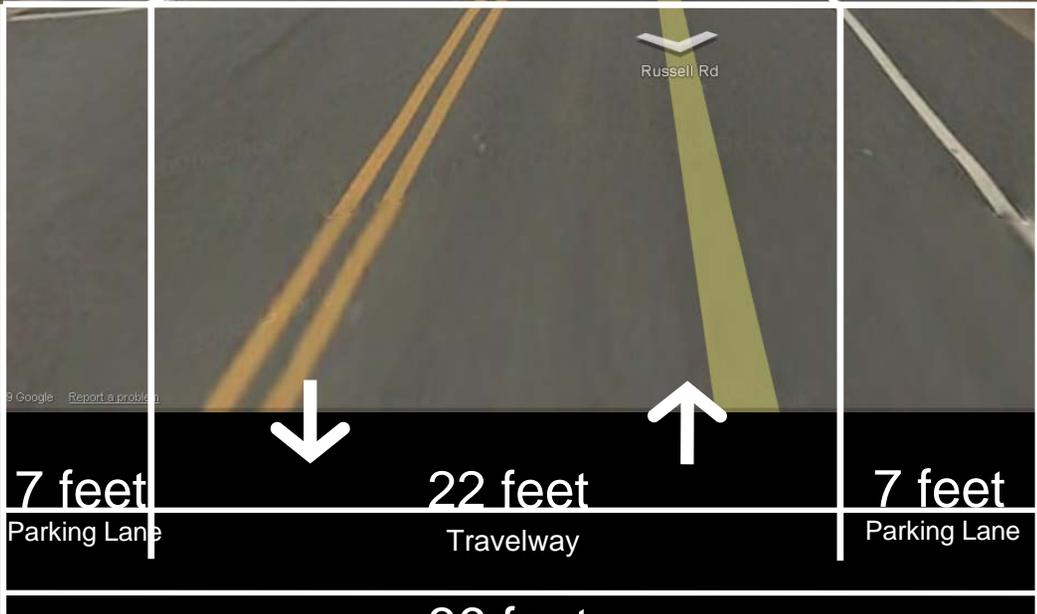
24 feet

Travelway

32 feet



# Russell Road



7 feet  
Parking Lane

22 feet  
Travelway

7 feet  
Parking Lane

36 feet

# Potomac Yard

## Questions

- What do you like about your streets today (what works)?
- What characteristics of your neighborhood are most important to you?
- What are you potentially concerned about (be specific)?

# Potomac Yard Toolbox

- Radar signs
- On-street parking
- Streetscaping
- Textured pavement
- Pavement markings
- High-visibility crosswalks
- Bulb-outs/curb extensions
- Small curb radii
- Traffic circles
- Speed humps
- Gateways
- Chicanes
- Neck-downs/chokers
- Traffic signal head louvers



# Potomac Yard Neighborhood Traffic Circles



# Potomac Yard

## Speed Cushions - Fort Worth

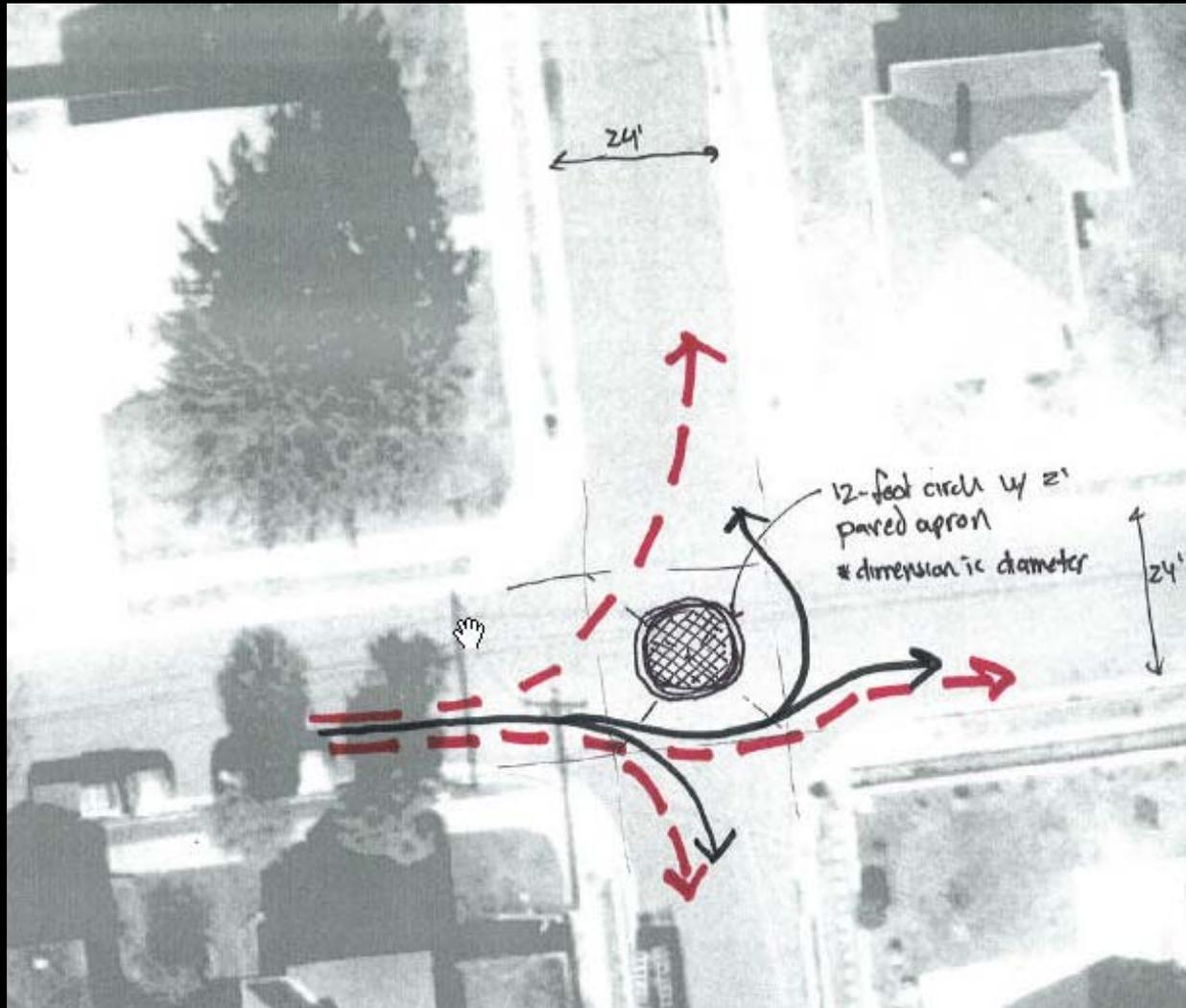


# Potomac Yard Intersection Bulb-outs



# Potomac Yard

## Application of a Neighborhood Traffic Circle



# Potomac Yard

## Questions

- Which devices seem most appropriate to our communities?
- Which devices are not appealing?

# Potomac Yard

## Next Steps

- August:
  - Transportation Subcommittee meeting - draft neighborhood traffic calming plan
- September:
  - Joint civic association meeting
- October:
  - Community meeting to present draft Master Plan