Potomac Yard

PYPAG Transportation Subcommittee

August 25, 2009

Potomac Yard
Agenda

- Transportation Study Recap
- Conceptual Plan for Adjacent Neighborhoods
- Next Steps

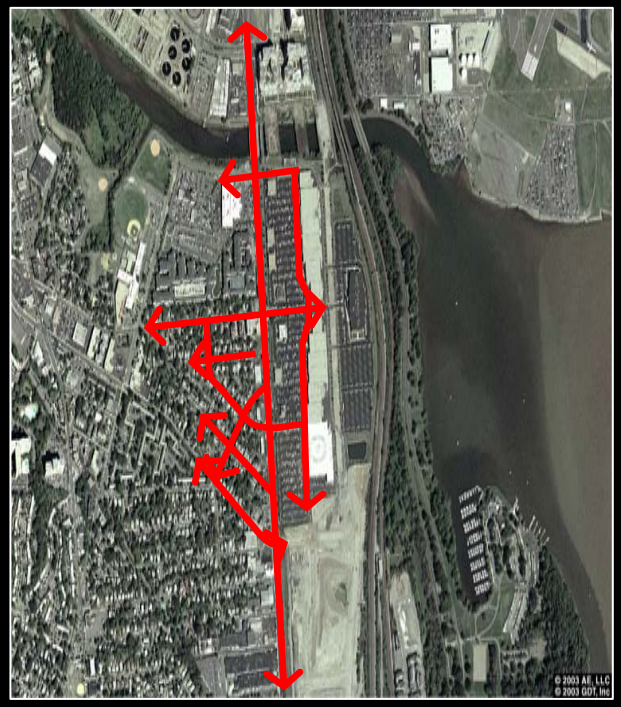
Potomac Yard
Overview of Approach

- Develop Study Area (presented to PYPAG)
- Work with surrounding neighborhoods
- Preserve neighborhood character

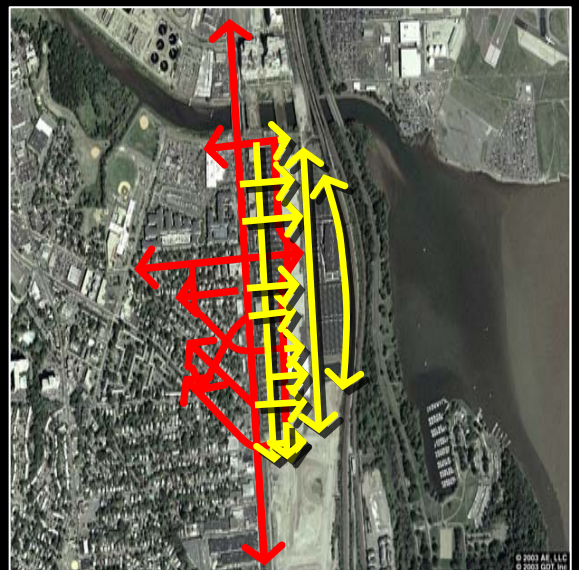
Potomac Yard

Transportation Infrastructure – Existing vs. Future

- Local bus service
- Limited connectivity
- Incomplete bicycle and pedestrian network



- Metro Station
- Dedicated Transitway
- Robust local bus service
- Robust street grid
- Enhanced Bicycle and Pedestrian network (on and off street)



Potomac Yard
Methodology

- Data Collection
  - Where?
    - Along major routes proximate to Landbay F
    - Major access points to study area
  - How?
    - Manual turning movements at intersections during PM Peak hour (worst peak hour)
    - Calibrated against previous traffic counts
    - Field observation

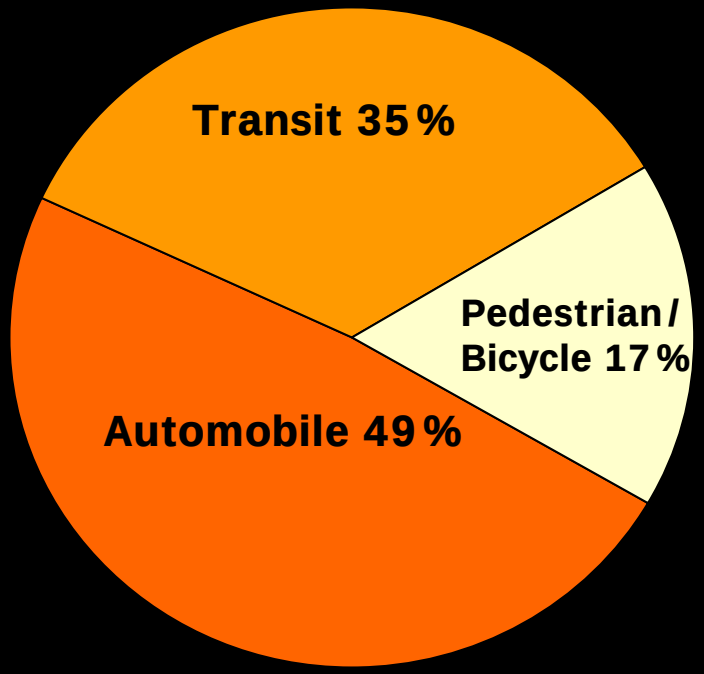
Potomac Yard
Scenarios

- Existing Traffic (2009)
  - Traffic on Roads today
- Background Traffic (2030)
  - Existing traffic
  - Traffic from approved and unbuilt development (i.e. Crystal City, Potomac Yard)
  - Growth on major corridors (Route 1)
- Future Traffic (2030)
  - Background traffic
  - Traffic from proposed development (Landbay F)
  - Remove existing trips (retail center)

Potomac Yard
Assumptions

- Development:
  - 2.5 FAR
  - Approximately 7.5 million SF
- Background Development:
  - Approximately 4.7 million SF in rest of Potomac Yard
- Average modal split: 51% non-SOV
- Metro and Transitway operational
- Enhanced Bicycle and Pedestrian network
- High connectivity (full movement at Reed)

Mode Split



Potomac Yard
Future East-West Traffic Volumes

- 22% of traffic oriented in the east/west direction, south of Four Mile Run

- PM Peak Hour – (with Metro)
  - Additional east-west trips from Background to Future
    - 262 *new* trips eastbound
    - 318 *new* 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: 1-3 new cars per minute on each street
  - Westbound: 1-4 new cars per minute on each street
- *With more connectivity, traffic is dispersed on more streets and numbers go down to 1-2 new cars per minute on each street*

Potomac Yard

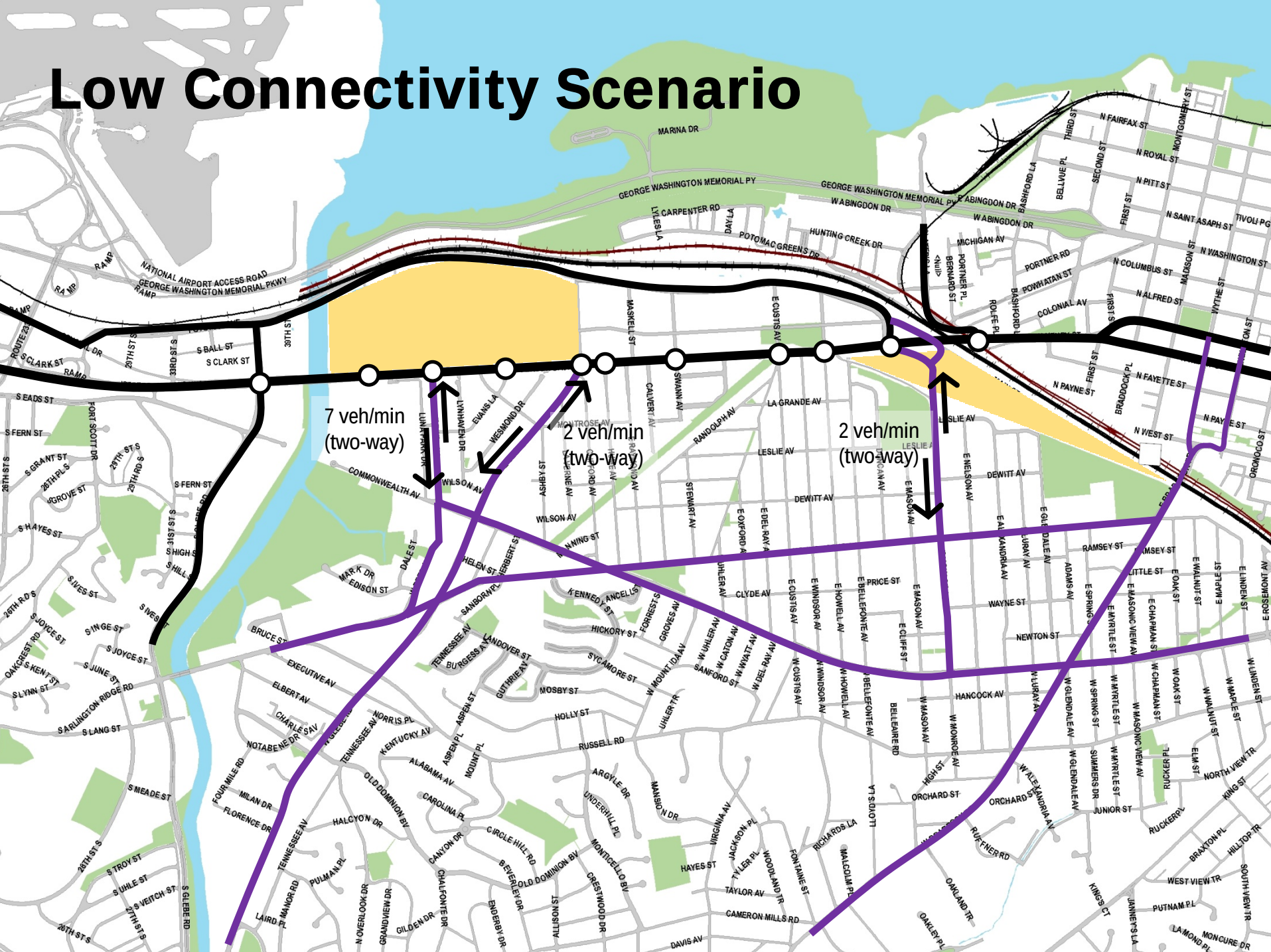
Neighborhood Issues

- Truck traffic
- Volume (on neighborhood streets)
- Speed
- Noise
- Quality of life

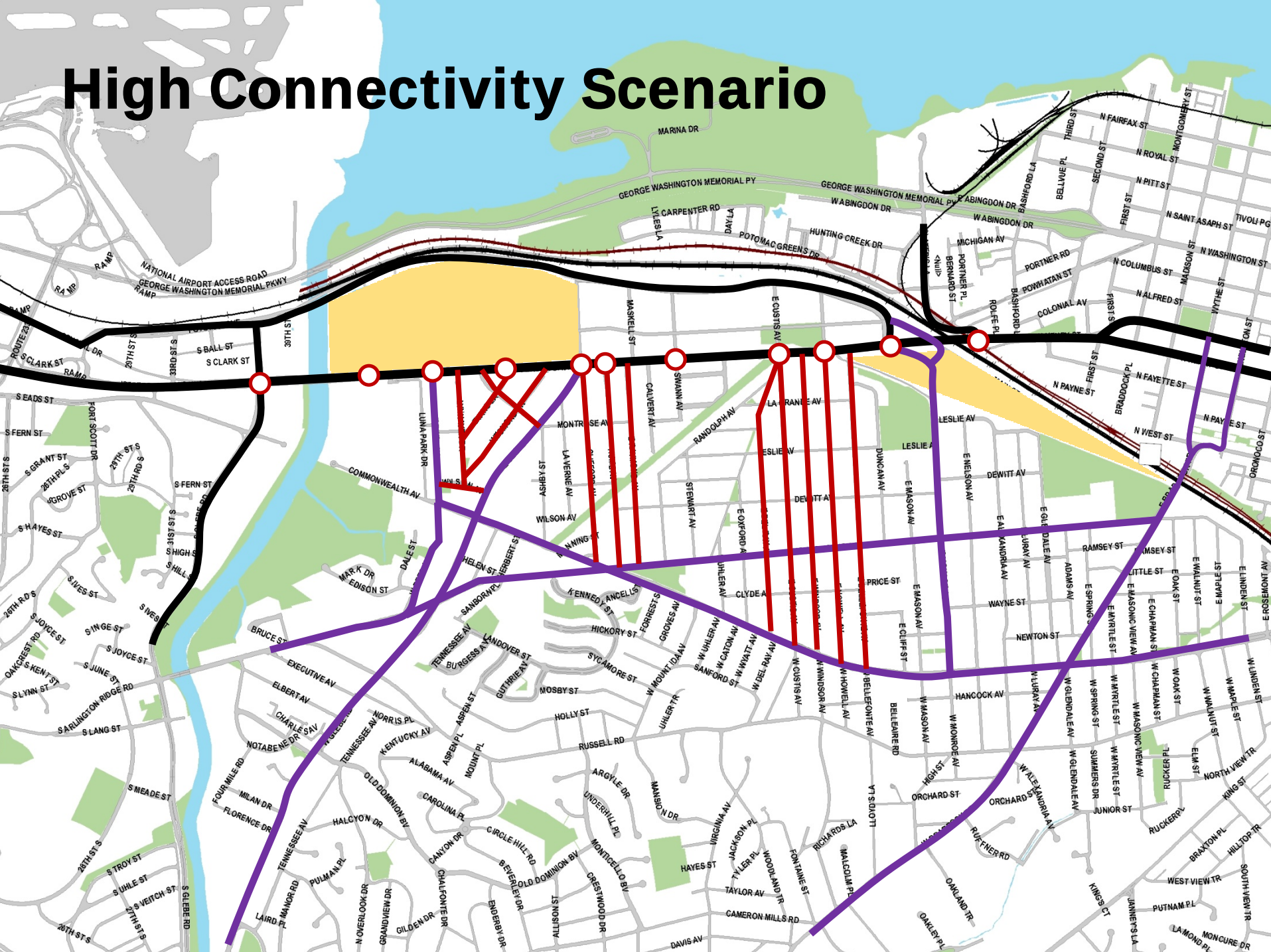
Neighborhood Benefits

- Enhanced Metro and Transit
- Walkable Amenities
- Parks
- Trails
- Shopping

Low Connectivity Scenario

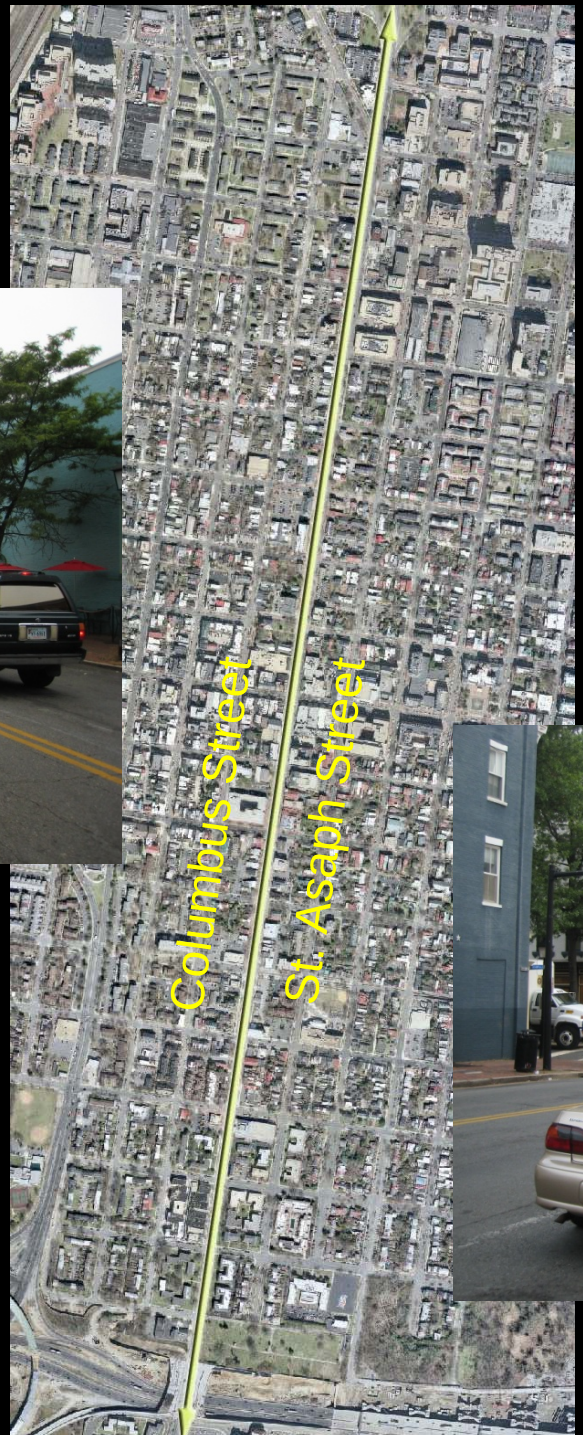


High Connectivity Scenario



Potomac Yard
Washington Street

PM peak on Columbus Street



AM peak on St. Asaph Street

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

Custis Avenue

17 feet
Travelway

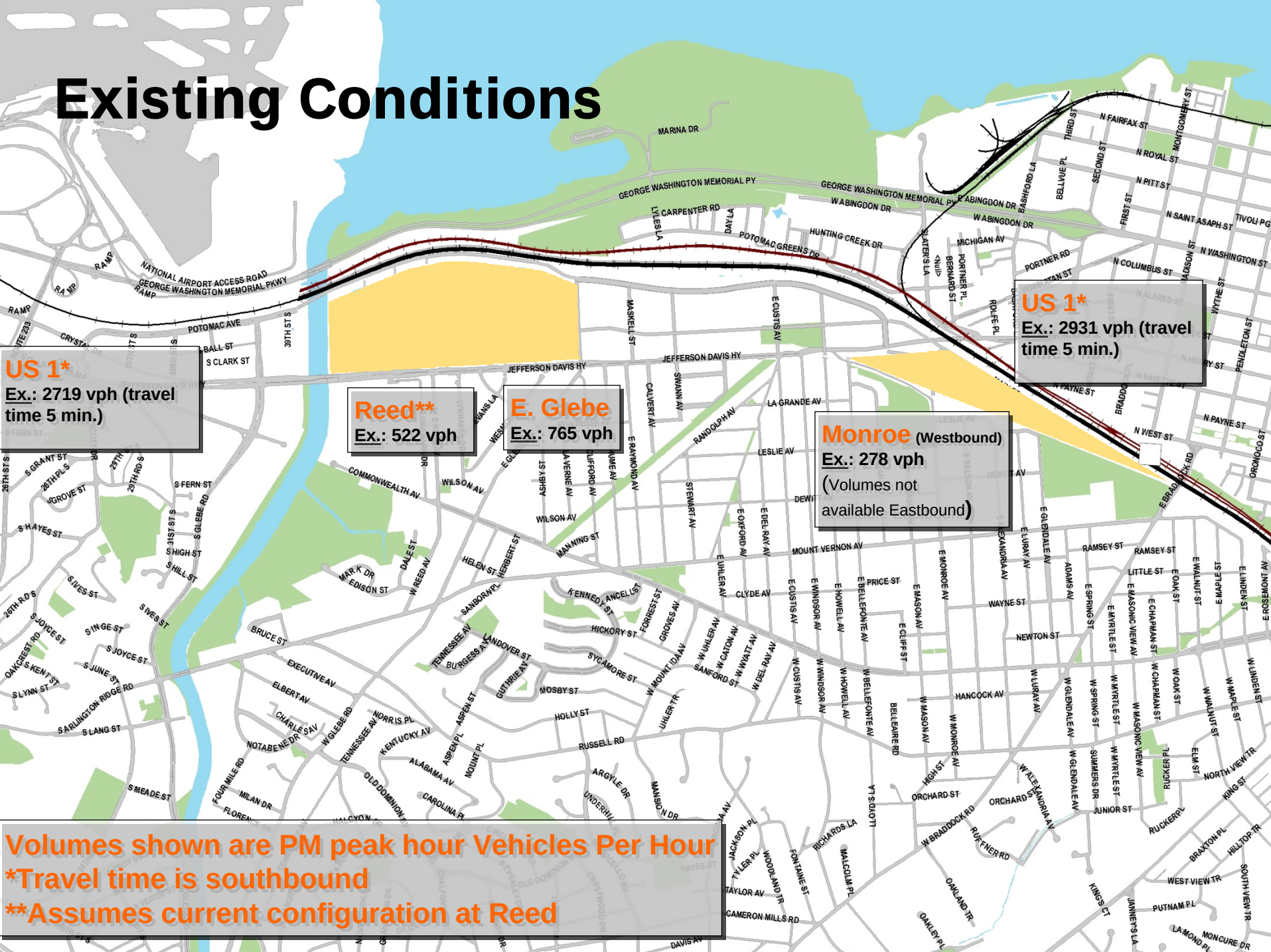
7 feet
Parking Lane

24 feet

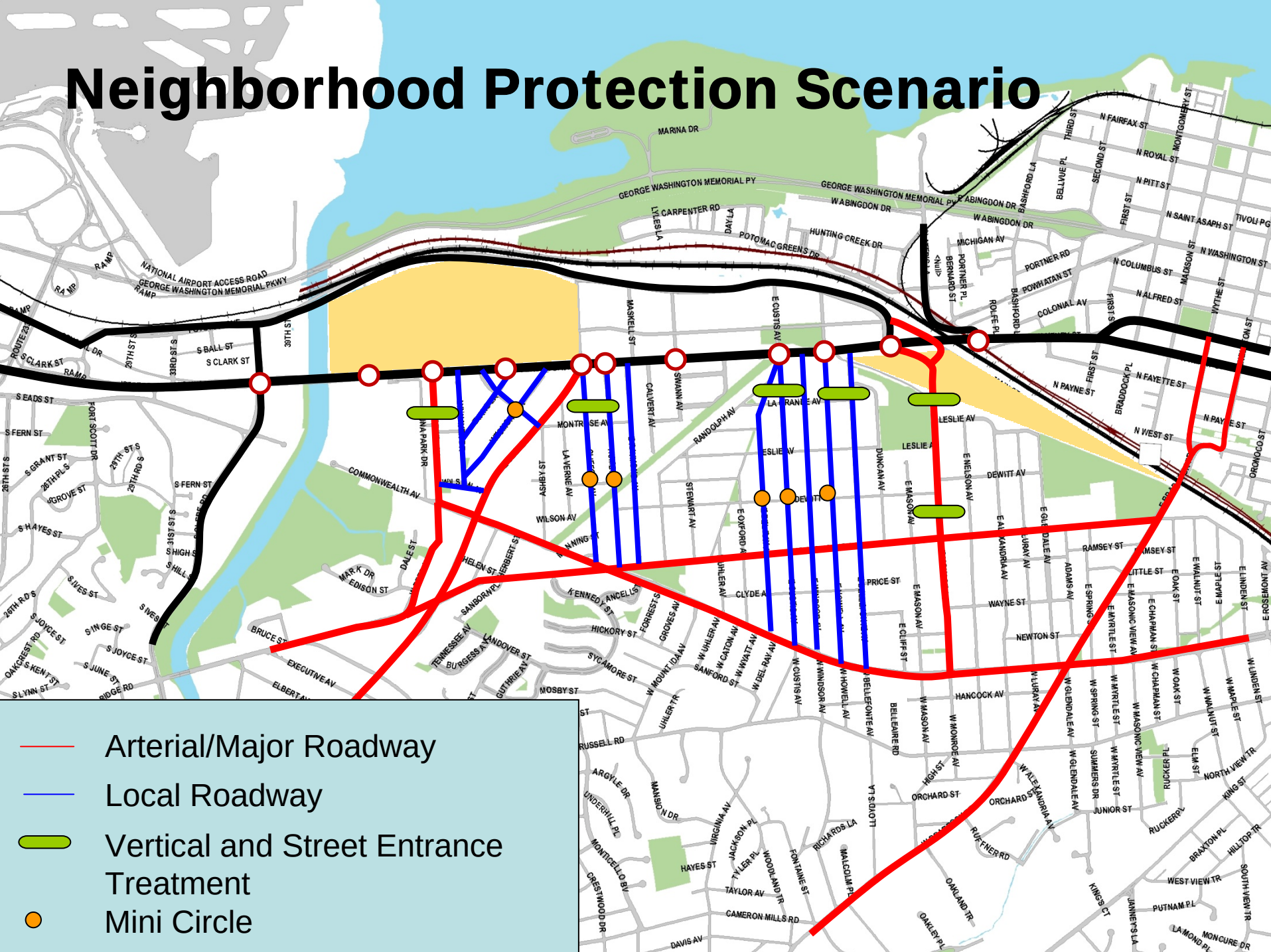
312 Clifford Avenue

210 E. Oxford Avenue

Existing Conditions



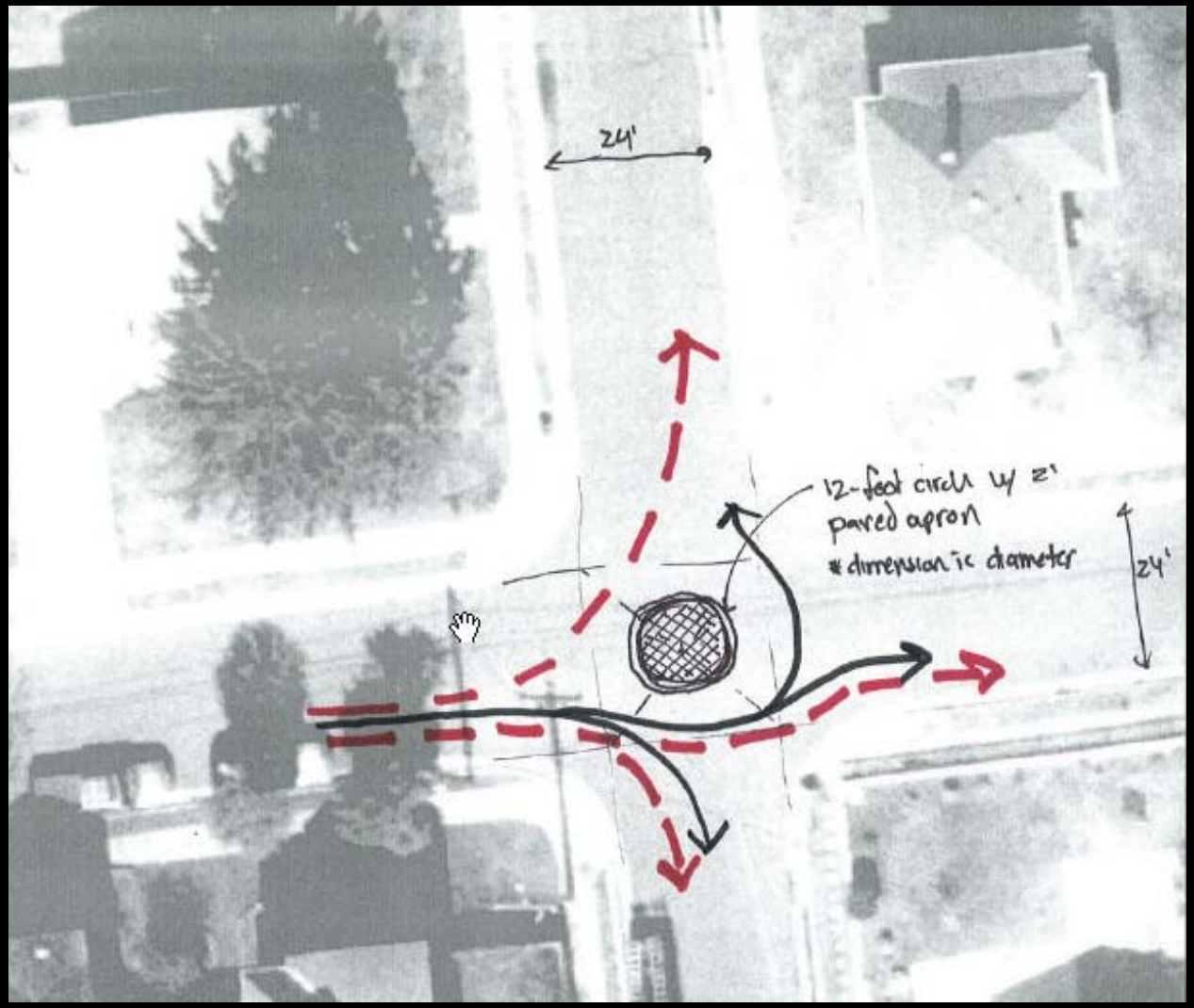
Neighborhood Protection Scenario



Potomac Yard
Neighborhood Traffic Circles

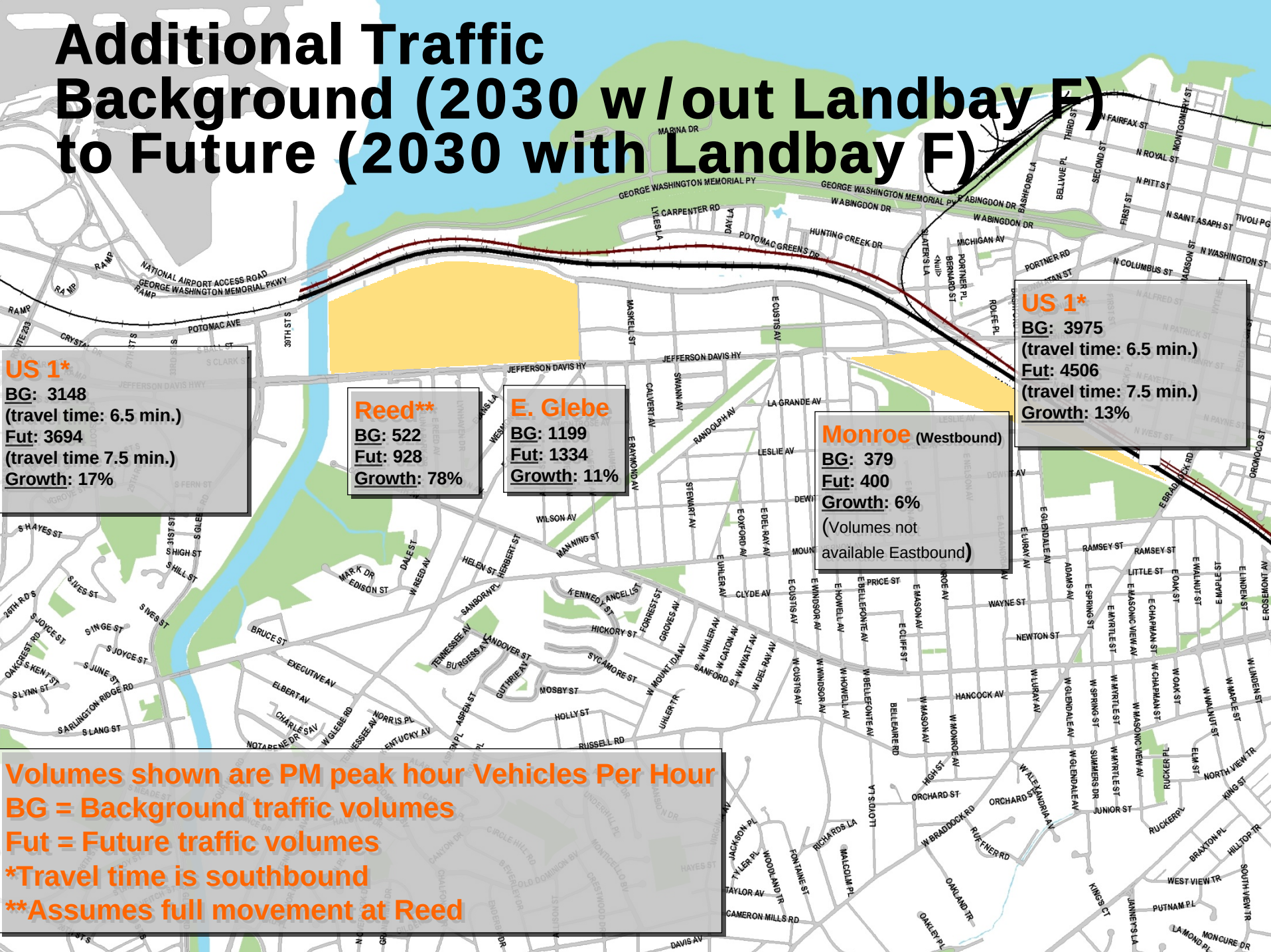
Potomac Yard

Application of a Neighborhood Traffic Circle



Potomac Yard
Speed Cushions

Additional Traffic Background (2030 w/out Landbay F) to Future (2030 with Landbay F)



Potomac Yard
Next Steps

- Report back to PYPAG
- Community Meeting