

Del Ray Follow Up Community Meeting January 15, 2013

Traffic, Transportation, and Connectivity

Meeting Overview

- ▶ **Brief Recap of Previous Meeting**
 - ▶ BRT slides from previous meeting
 - ▶ Data review
 - ▶ What we heard

- ▶ **What's happened since last meeting**
 - ▶ Update on No Thru Trucks sign installation
 - ▶ Funding source for traffic mitigation measures
 - ▶ Update on Potomac Yard development

- ▶ **Discussion of issues / Tools & Toolbox available to address issues / Triggers**

- ▶ **Prioritization of near term issues (Citizen discussion groups)**

- ▶ **Next Steps / Question and Comment Period**

Transitway Overview (November 29th slide)



- ▶ 5-mile corridor from Pentagon City to Braddock Road Metrorail stations
- ▶ Largely dedicated right-of-way
- ▶ 1st BRT in region
- ▶ Will be first completed TIGER grant in region (\$8.5 million)
- ▶ Design/build contract began in November 2011
- ▶ Construction began in July 2012
- ▶ Slated to open December 2013/early 2014

Schematic of Route 1 in Vicinity of Stations (November 29th slide)



Data Recap

- ▶ Recent Enhanced Traffic Enforcement
 - ▶ 15 Tickets Written
 - ▶ Largest number of tickets written for thru truck violations
- ▶ Traffic Volumes on local Del Ray Streets

	2006 Peak Hour		2012 Peak Hour		2012 24 Hour
	AM	PM	AM	PM	
E Howell Avenue	46	59	94	95	1,430
E Windsor Ave	57	37	72	44	613
E Custis Avenue	150	87	89	86	976

What we heard at November 29th meeting

▶ Why we love Del Ray

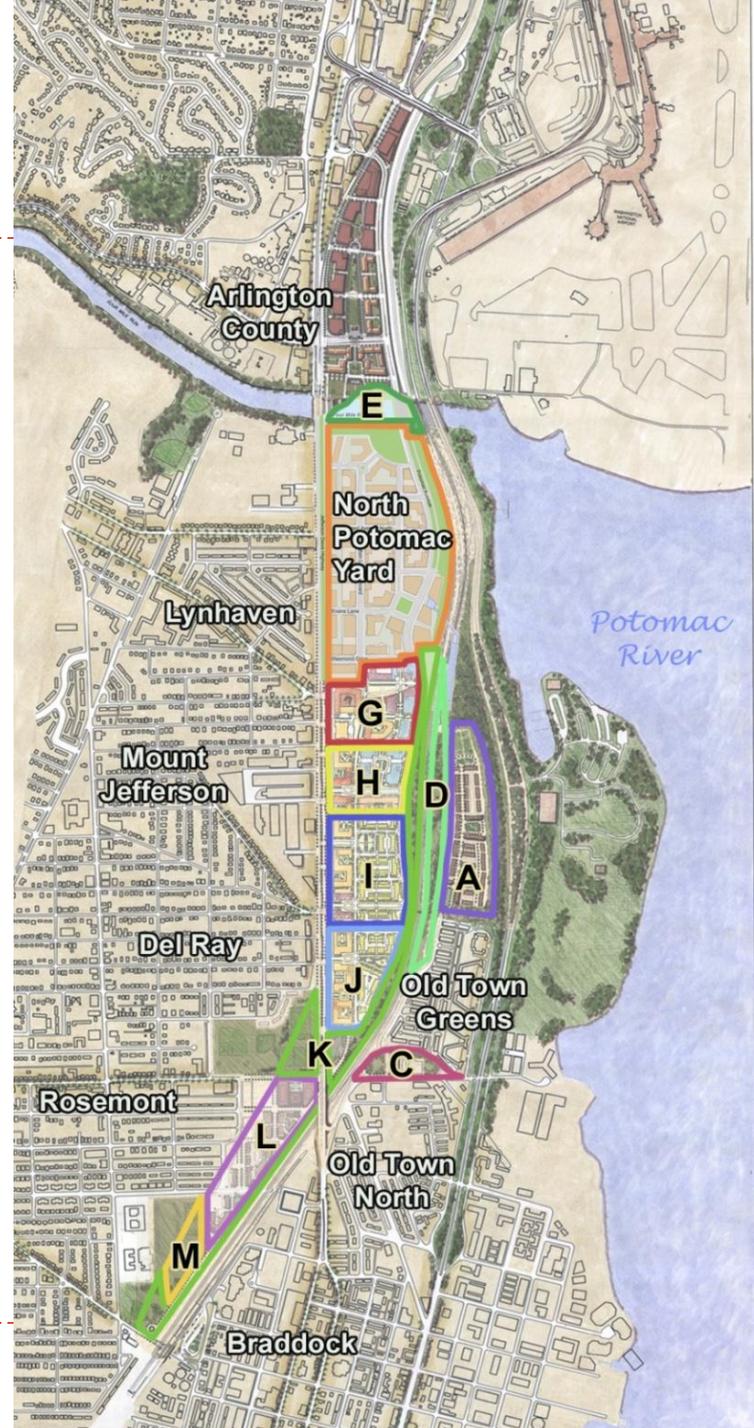
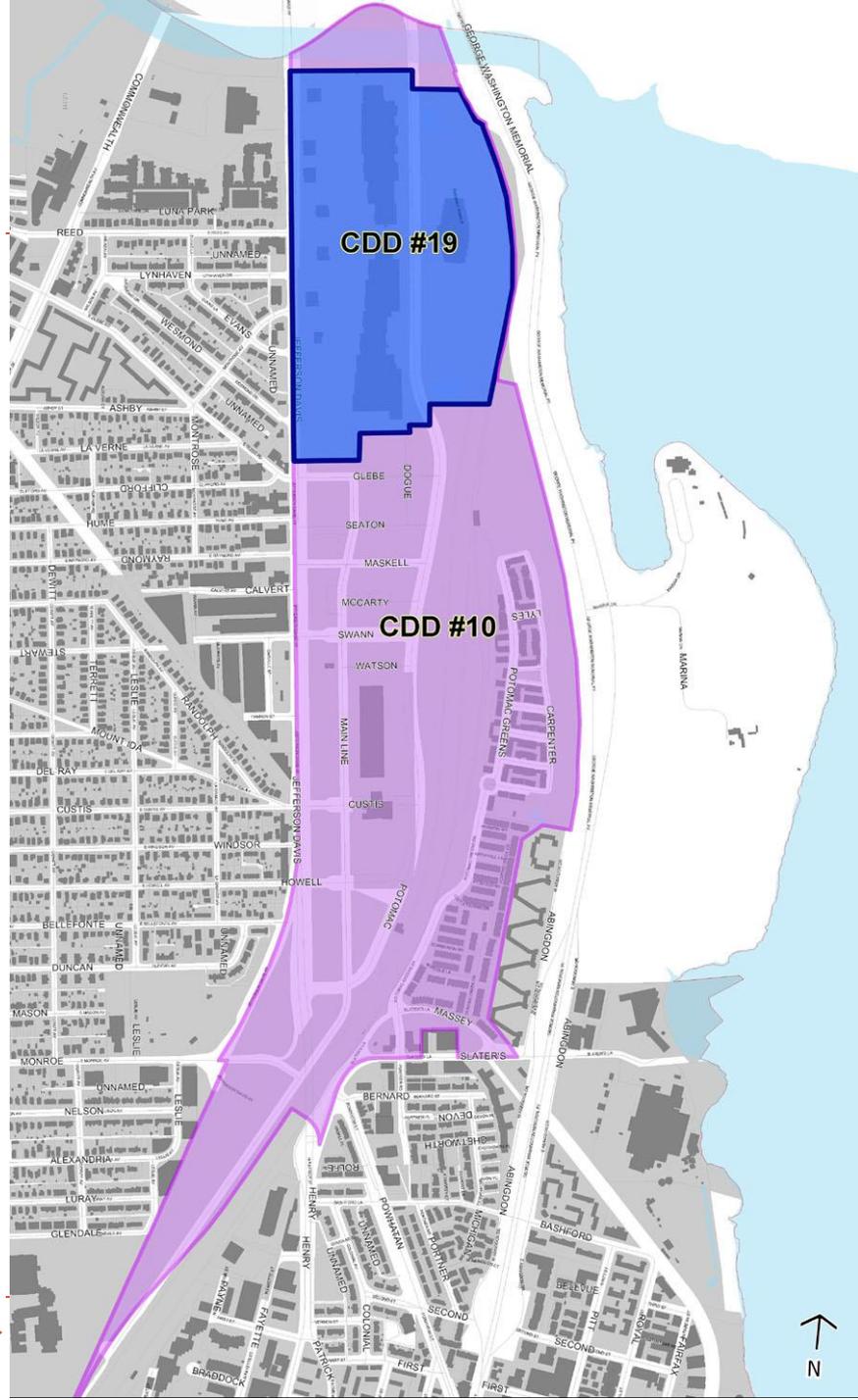
- ▶ Walkability / Bikeability
- ▶ Community Spirit / Block Parties
- ▶ Good Neighbors / Great People / Family Friendly

▶ Issues and Challenges for the Del Ray Community

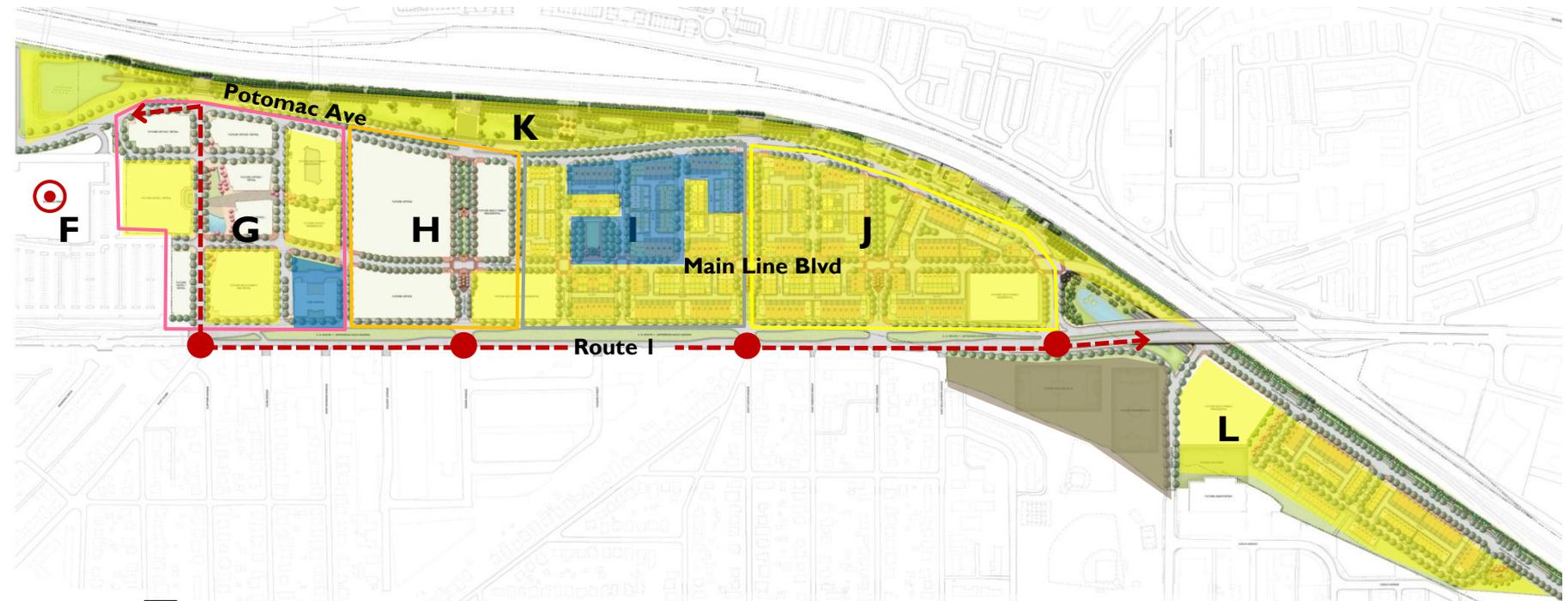
- ▶ Enforcement (Running Stop Signs, Speeding, Thru Truck Traffic)
- ▶ Mt. Vernon Avenue Issues (Delivery trucks blocking intersections, pedestrian safety, vehicle sight distance at intersections)
- ▶ Bicycle / Pedestrian Connectivity (Pedestrians crossing Route 1 to get to BRT and Potomac Yard, bicycle connectivity)
- ▶ Traffic (Speeding, Cut thru traffic, Future traffic from Potomac Yard, transition from Route 1 to neighborhood)
- ▶ Public notice and involvement (Communication between City and community)

Since Last Meeting

- ▶ IDA office building approved in Potomac Yard (December 2012) City Council reallocated parking meter funds to also be used for “parking and traffic control measures associated with Potomac Yard in the neighborhoods adjacent to Potomac Yard”.
- ▶ Currently computing wind loads to ensure No Thru Trucks signage can be safely placed on the mast arms on Route 1 at both Howell and Custis
 - ▶ Assuming signs can be safely placed, signs will be installed by February 28th



Potomac Yard Development



□ H& I Partial (expired) and Landbay G (recently amended December 2012)

■ Constructed

■ Under Construction / Recently Approved

● Transitway Stop

⋯ Transitway Route

Landbay H: 1,100,000 sf Office
100-200 dwelling units

Landbay G: 712,000 sf Office

Tools and Toolbox - Enforcement

- ▶ Additional Police patrols / heightened enforcement of existing regulations
 - ▶ Police have put neighborhood on enhanced traffic enforcement list; enforcement subject to personnel availability
- ▶ Additional No Thru Truck signage along Route 1
 - ▶ Will be installed by February 28th



Tools and Toolbox – Bicycle and Pedestrian Connectivity

- ▶ **Striping**
 - ▶ Bike Lanes (where there is adequate width)
 - ▶ Crosswalks at intersections – Need curb ramps and sidewalks on both sides
- ▶ **Signage**
 - ▶ Bicycle Route and Sharrow signage
 - ▶ Bicycle Wayfinding
- ▶ **Bike Parking**
 - ▶ In Potmac Yard and Del Ray
- ▶ **Development Review Process**
 - ▶ Complete Streets review



Tools and Toolbox – Mt. Vernon Ave.

- ▶ **Safe Visibility at Mt. Vernon Avenue intersections**
 - ▶ Balance demand for parking and adequate visibility for cars entering or crossing Mt. Vernon Avenue from the side streets
 - ▶ **Possible Mitigation Measures**
 - Signalization
 - Elimination of parking on Mt. Vernon Ave. near intersections

- ▶ **Pedestrian Crossings at Mt. Vernon Avenue intersections**
 - ▶ **Possible Mitigation Measures**
 - ▶ Increase the number of bulb outs on Mt. Vernon Avenue
 - ▶ Increase crosswalk visibility



Tools and Toolbox - Traffic

▶ Signalization

- ▶ Typically require significant vehicle or pedestrian traffic volumes to be justified
 - ▶ Mt. Vernon Avenue intersections but unlikely to meet volume thresholds
 - ▶ Interior intersections within neighborhood will not meet volume thresholds

▶ All-way stop signs

- ▶ Lower volume thresholds than signalization, but still relatively high volume requirements (250 vehicles/hour)
 - ▶ Work best when traffic volumes are approximately equal on all approaches
 - ▶ Interior intersections within neighborhood will not currently meet volume thresholds

Tools and Toolbox - Traffic

▶ Complete Streets

- ▶ 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



Tools and Toolbox - Traffic

- ▶ **Citywide Traffic Calming Requirements**
 - ▶ Street Classification – Local or collector roadway
 - ▶ Minimum Traffic Volume – **3,000 vehicles per day** (vpd); preference given to streets with greater than 3,000 vpd
 - ▶ Minimum Vehicle Speeds – Average vehicle speed **5 MPH greater than the speed limit**

- ▶ Volume requirements are not currently met on Custis (976 vpd) or Howell (1,405 vpd)

- ▶ Speed requirements are not currently met on Custis or Howell (Average speed on both Custis and Howell slightly over 21 MPH)

Breakout Groups – Near Term Focus

- ▶ Rank the following four issues in order of priority to be addressed:
 - ▶ Visibility at Mt. Vernon Avenue
 - ▶ Pedestrian and Bicycle Connectivity
 - ▶ Enforcement
 - ▶ Traffic Increases associated with new development
 - ▶ Traffic transition from Route 1 to Neighborhood Streets



Next Steps

- ▶ Install additional “No Thru Truck” signage by February 28th
- ▶ Continued enforcement
- ▶ Work with developer to require future development applications in Potomac Yard to conduct counts on Del Ray framework streets
- ▶ Ongoing data collection and monitoring of traffic calming thresholds
- ▶ If data shows that volume thresholds are increasing to unacceptable levels prior to North Potomac Yard infrastructure being in place, infrastructure may be required early
- ▶ Continued coordination with community, including follow up on the near-term priorities identified by community

Thank You

Questions/Comments

