

## North Potomac Yard Small Area Plan Web Comments | March – May 2017

Date Received	Public Comment – Web Comment Board	Staff Response
5/1/2017	<p>“Joan”: It seems that the proposed elementary school has very little surrounding recreation area. My concern is that the school will be on a postage stamp land allotment like Samuel Tucker School at Cameron Station. Children need playing fields and playgrounds.</p>	<p>The plan update recommends increasing the total open space in Potomac Yard Park by one acre. The majority of this additional open space will be next to the reserved school site. The update also recommends increasing the width of the park adjacent to the reserved school site to accommodate park features such as playgrounds and field space. A future school in North Potomac Yard would follow the urban school model, and could include rooftop open space for outdoor classrooms, active uses such as sport courts, or classroom gardens.</p>
4/30/2017	<p>“Kevin”: I agree with the previous comments. The current design for Potomac Avenue does not align with the desire to be pedestrian and cyclist friendly. It is currently being used as a diversion from Route 1 during commuting hours. For example, there are mothers walking with their children that are forced to cross four lanes of traffic, which rarely stops for them. Without addressing how pedestrians and cyclists could more safely interact with automobile traffic on Potomac Avenue, you will have a fractured community divided by those four lanes. It's critical that this be clearly addressed in the plan for this to be successful.</p>	<p>The plan recommends that Potomac Avenue within the Plan area (north of E. Glebe Road) be designed to improve safety and connectivity for pedestrians and bicyclists both under the Interim condition, and full buildout. Potomac Avenue south of E. Glebe Road is outside of the Plan area and the improvements proposed are currently not funded. Additional recommended improvements would need to be considered through a future budget process. Recent pedestrian improvements funded through the City's Complete Streets program have been made in this area including a new crosswalk across Potomac Avenue at Bluemont Avenue.</p>
4/25/2017	<p>“Dale C”: Totally agree with T. Geibel here. As an avid cyclist and a resident of the Potomac Yard area, I ride and drive on Potomac Ave quite a bit. There really is</p>	<p>The North Potomac Yard SAP Update Transportation Study determined that under existing conditions, the</p>

	<p>no reason here for two lanes north and south since the traffic is so low. The trail along the east side of the road is great, but currently having it abruptly end at E. Glebe is dangerous. A full bike lane the entire length from the bridge in the south all the way through to Crystal City is a great idea. I haven't had too many issues with drivers while riding in the area, but the dreaded 'right hook' is a constant worry. So yeah, no reason to build out the entire upgraded development, then change the roads after the fact. Put in bike lanes and reduce the amount of traffic lanes now so people get used to it before all the new metro, shops, and businesses go in. Really looking forward to the development of this area, but lets keep the timeline and construction to whatever minimum possible.</p>	<p>peak hour volumes warrant two lanes in the peak direction on Potomac Avenue. In addition, with the plan update, the projected volumes under both the 2020 interim (Phase 1) condition, and full 2040 buildout will require two lanes on Potomac Avenue in the peak direction. The plan recommends that the specific design for Potomac Avenue within the plan area under the 2040 buildout consider pedestrian and bicycle safety and connectivity.</p>
<p>4/12/2017</p>	<p>"T. Geibel": Thank you to the design and development team for their good efforts. My one big concern is the lack of vision for Potomac Avenue. Presently, the city is planning to turn Potomac Ave. into a part time parking lot, under the guise of making this street more pedestrian friendly. According to the city's description of Potomac Ave, only when the entire build out is complete, which can be many years away, will the city take a look at redesigning Potomac Ave. and establishing as priority; pedestrians, then cyclist and finally automobiles. This is a great vision, however the city should be implementing this vision now, not 10 to 15 years from now when the build out is complete. Enacting this vision now will firmly establish the city's proclamation of being pedestrian and biking friendly. Presently traffic is light on Potomac avenue, now would be perfect opportunity to implement the city's vision with the least amount of disruption. I suggest re-striping Potomac Ave., creating a dedicated center turn lane, reducing the travel lanes to one in each direction and adding bike lanes/ multi-use lanes to the now available extra space on the outside of the road. This is known as a road diet conversion, something the city is very well familiar with and has instituted in other parts of the city. As a reminder, Potomac Ave. transitions back into a single lane once it reaches Crystal Drive in Arlington.</p>	<p>The North Potomac Yard SAP Update Transportation Study determined that under existing conditions, the peak hour volumes warrant two lanes in the peak direction on Potomac Avenue. In addition, with the Plan update, the projected volumes under both the 2020 interim (Phase 1) condition, and full 2040 buildout will require two lanes on Potomac Avenue in the peak direction. The Plan recommends that under the 2021 interim condition, Potomac Avenue within the SAP area include one travel lane and a parking lane in the non-peak direction to improve pedestrian safety and crossing distance. For the 2040 build out scenario, the specific design for Potomac Avenue within the Plan area will consider pedestrian and bicycle safety and connectivity. Potomac Avenue south of E. Glebe Road is outside of the Plan area and currently not funded. Additional recommended improvements would need to be considered through a future budget process.</p>

	<p>Keeping Potomac avenue as a four lane highway does not benefit the community or it's vision. It only benefits the commuters which use Potomac Avenue as a cut through to bypass Route 1. Maintain Potomac Avenue as planned, will look like Tysons Corner, which is nothing more than buildings surrounded by highways. Now is the time to rethink the design of Potomac Avenue.</p>	
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