



Braddock Road Metro Small Area Plan **CONCEPT WORKSHOPS**



WELCOME
SCOPE & PROGRESS
PLAN CONCEPTS
ISSUES & OPTIONS
Q & A
CLOSING



SCOPE & PROGRESS

schedule

SUMMER 2005

Initial Public Workshop
Conditions Assessments
Ideas Workshop
Stakeholder Meetings

FALL 2005

Plan Concepts & Alternatives

Concept Workshops

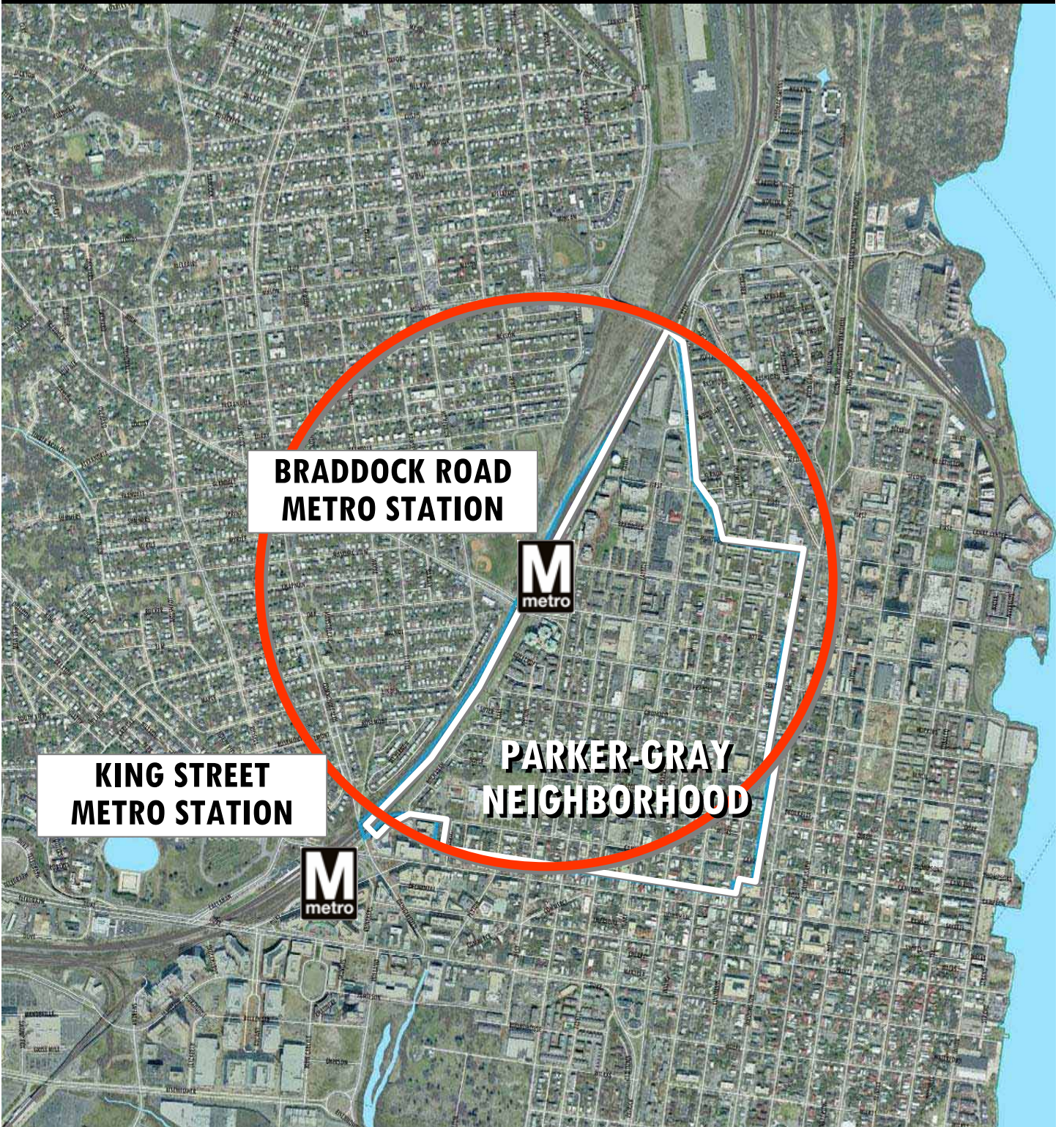
Land Use & Development (11.10.05)

Transportation & Parking (12.01.05)

WINTER 2006

Preliminary Plan Presentation & Review
Workshops
Plan Refinement & Adoption

study area



**BRADDOCK ROAD
METRO STATION**

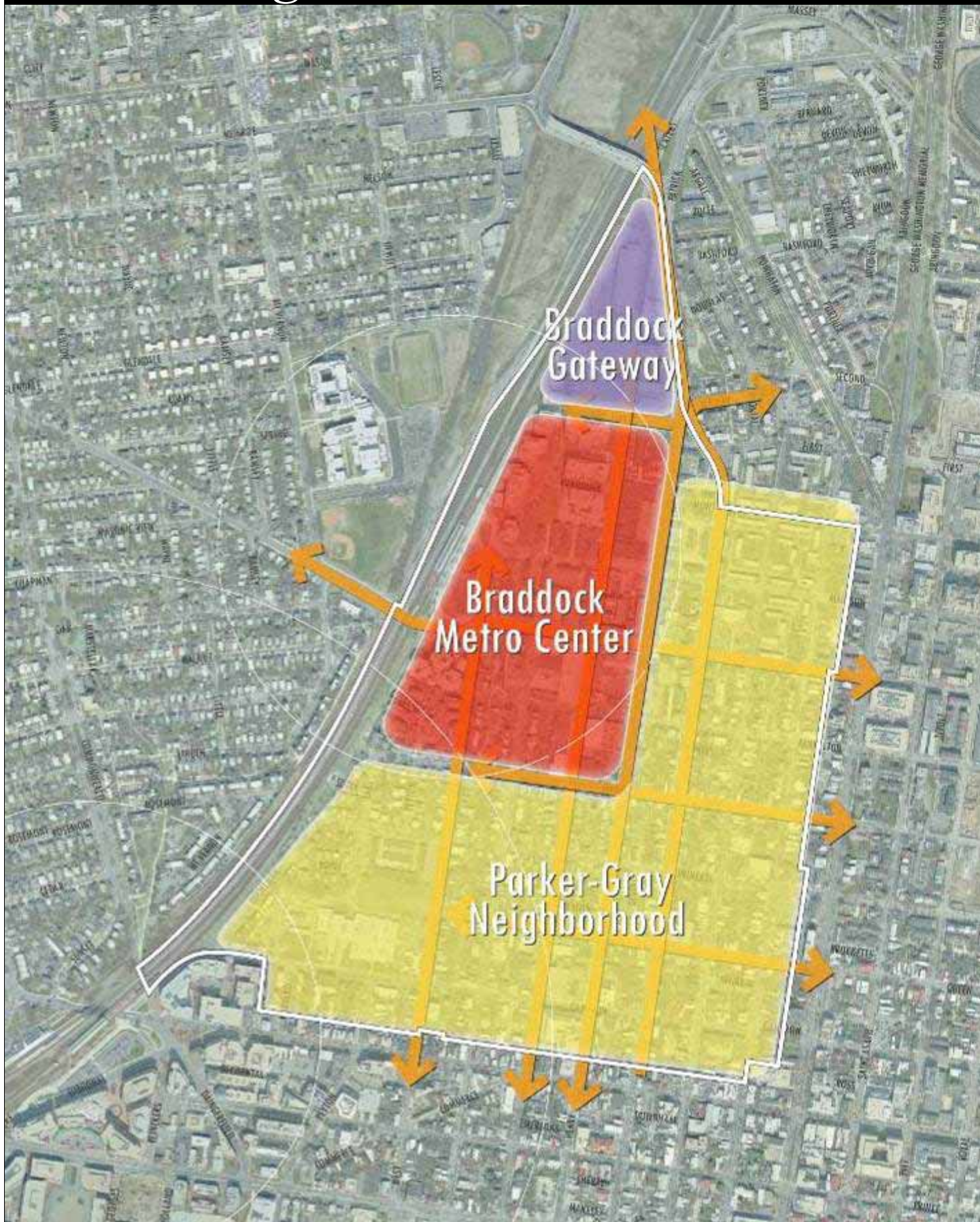
**KING STREET
METRO STATION**

**PARKER-GRAY
NEIGHBORHOOD**

Urban Neighborhoods



Braddock Road Metro Small Area Plan
CONCEPT WORKSHOP





PLAN CONCEPTS

Community Objectives

At November 10 meeting, we discussed:

Potential for new parks and squares

- Trail connections to link Braddock Metro to adjacent neighborhoods and beyond
- New pocket parks along Wythe Street
- New green in northern Gateway area

Location and Scale of New Buildings

- Conservation in Parker Gray neighborhood
- Lower heights on Henry and Route 1
- Height and mass transitions between new development and existing residences





PLAN CONCEPTS

Community Objectives

At November 10 meeting, we discussed:

Retail

- Neighborhood retail center at Fayette Street
- Small clusters in the northern gateway area and by Metro
- Enhance Queen Street businesses





PLAN CONCEPTS

Community Objectives

At November 10 meeting, we discussed:

Alternative Proposals for Metro Station site

- Pedestrian and circulation improvements
- Limited development, redesigned circulation allowing large public square; development on block frontage west of station
- Larger development with smaller public square





PLAN CONCEPTS

Community Objectives

At November 10 meeting, we reached general agreement on:

Height Transitions for New Buildings

Define Housing Conservation Areas and Protect Existing Housing

Improvements to Existing Housing

Retail Clusters

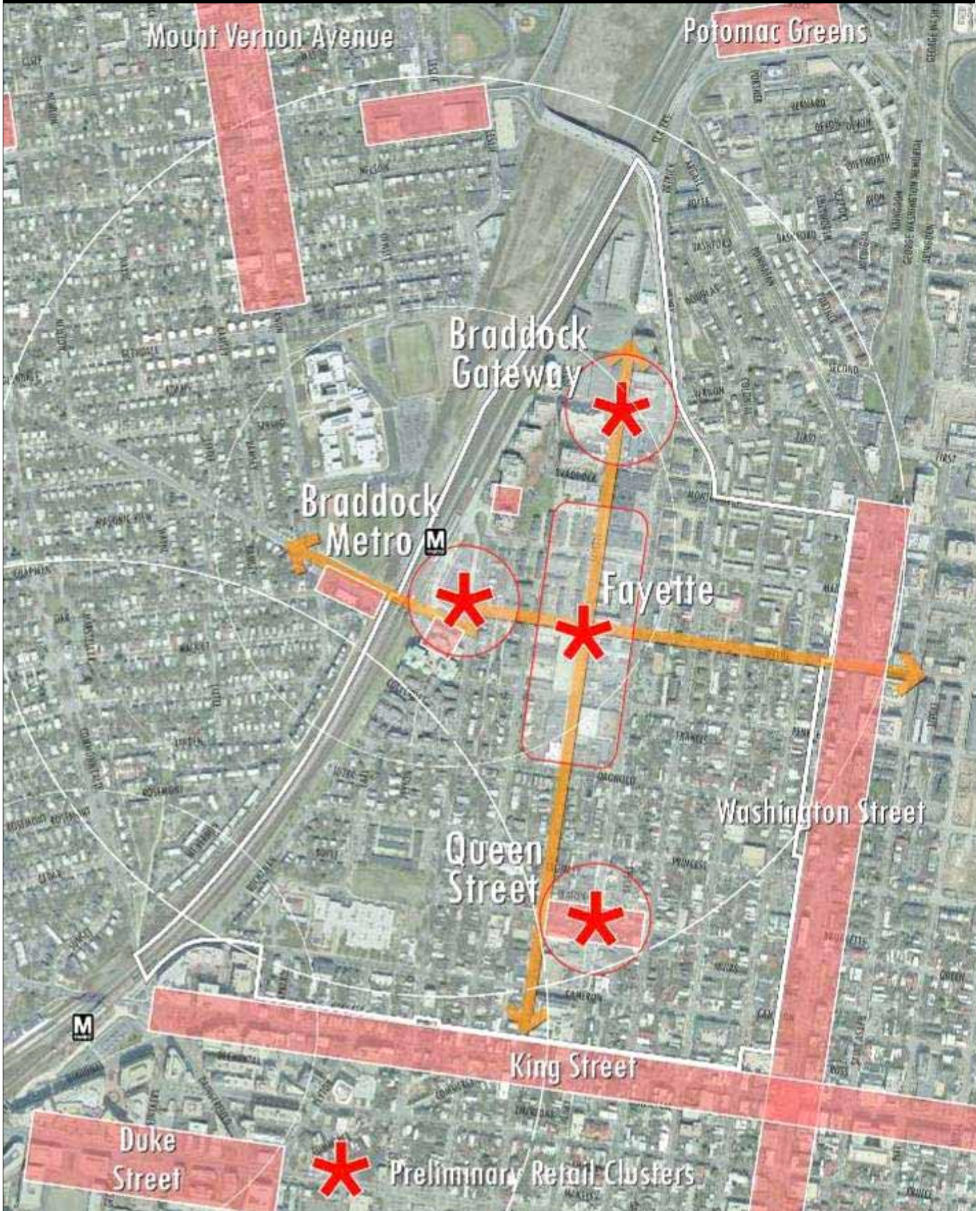
Review Expansion of Historic District

We have not yet reached agreement on:

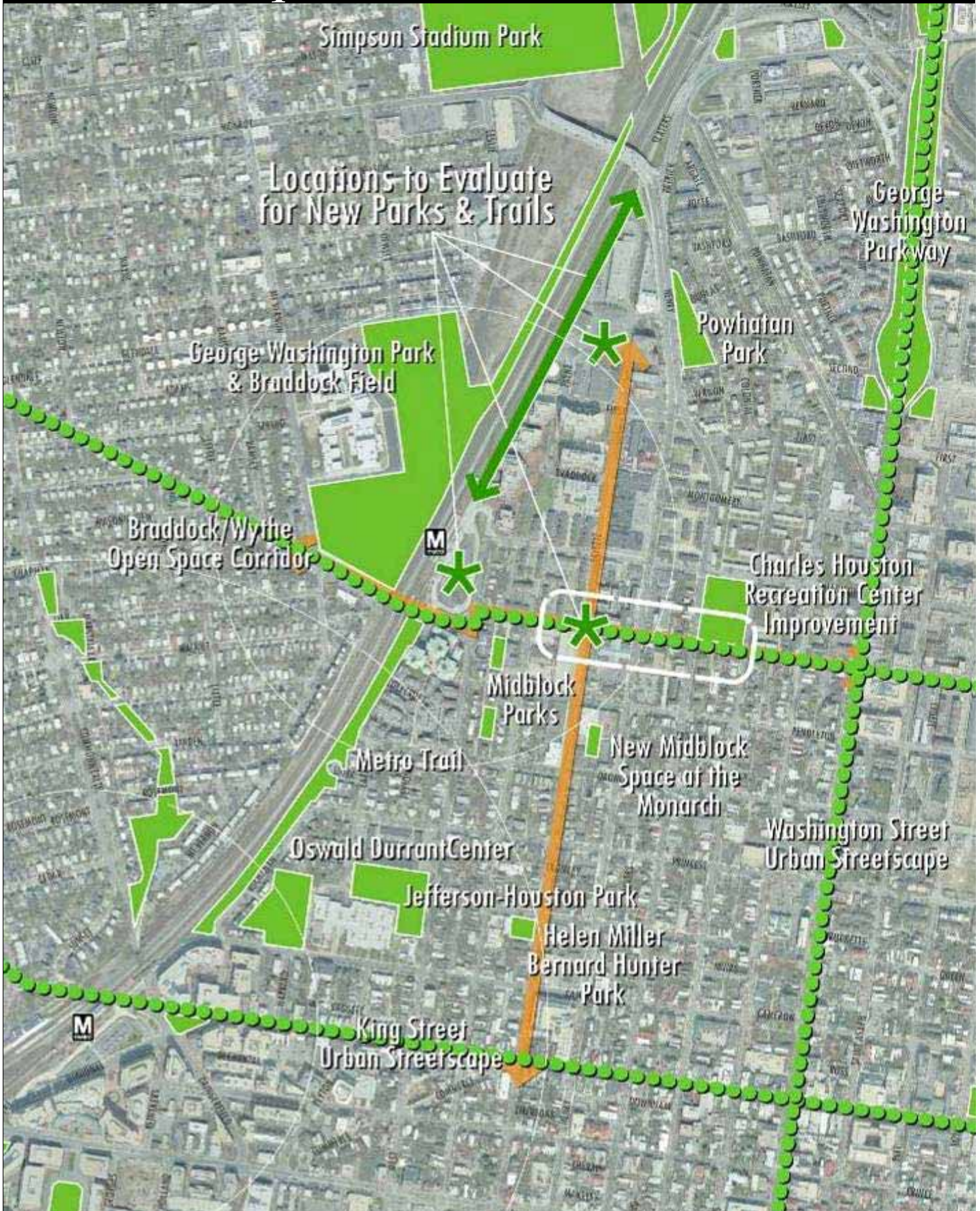
Future Development at the Metro Station

Open Space Locations

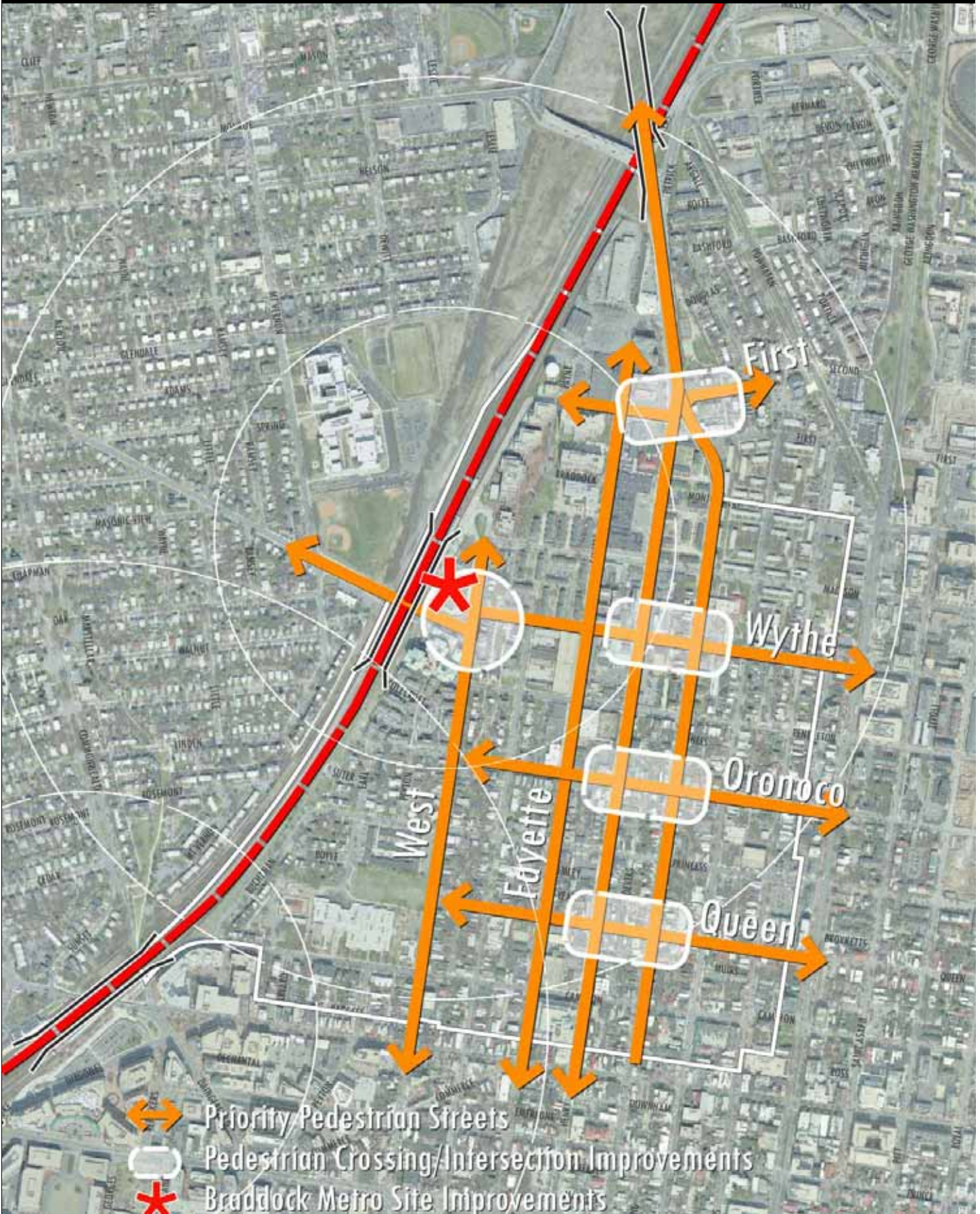
Retail Clusters



Parks & Squares



Framework Streets





Braddock Road Metro Small Area Plan
CONCEPT WORKSHOPS

Transportation & Parking
Concepts



PLAN CONCEPTS

basis for options

Issues for discussion this evening:

- Traffic/Pedestrian Safety Issues
 - Access and Circulation at the Metro Station
 - Parking
 - Approaches and Options to Address Issues
-
- Met with WMATA/DASH/T&ES
 - Surveyed travel speeds and street-sidewalk conditions
 - Conducted parking study





PLAN CONCEPTS

basis for options

EARLY OBSERVATIONS

- Street grid offers significant benefits.
- Conditions for pedestrians generally favorable with a few important exceptions.
- Managing speed is as important as managing volumes.
- Metro use compromised by access challenges.
- Parking and cut-through traffic are central community concerns.



PLAN CONCEPTS

street grid

More paths to more places

Link to [Power of Connected Streets](#)
animation



PLAN CONCEPTS

walkability

Put the pedestrian first

Key to making transit work

Reduces parking needs

Helps manage traffic congestion

Creates a safer place





Recreation Walking — For Your Health
vs.
Destination Walking — For Trip from A to B



Destination Walking — For Trip from A to B



Kentlands, MD



PLAN CONCEPTS

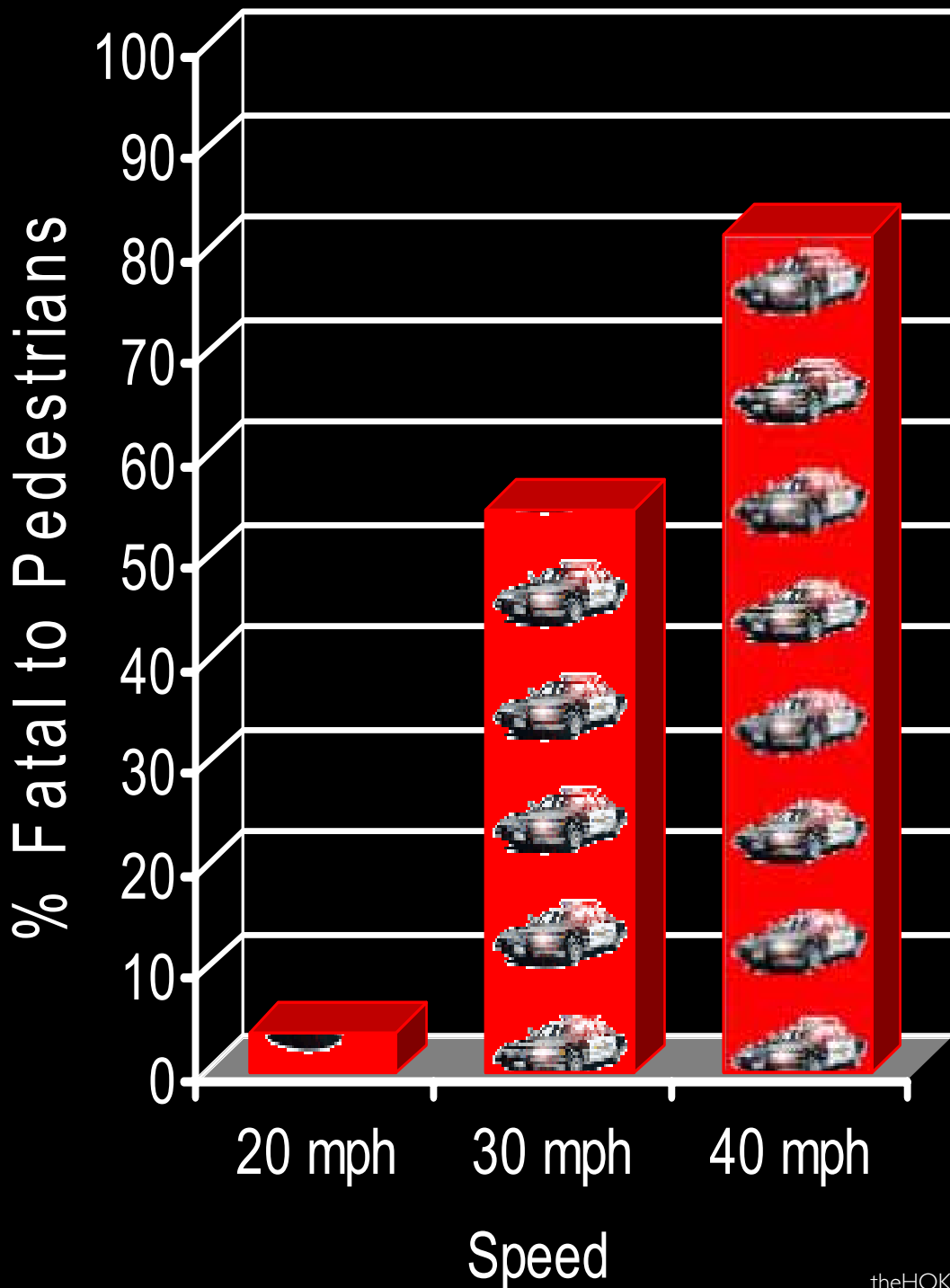
speed and volume

Top 10 Walkability Factors

10. Narrow Streets
9. Street Trees
8. Traffic Volumes
7. Sidewalks
6. Interconnected Streets
5. On Street Parking
4. Lower Traffic Speeds
3. Mixed Land Use
2. Buildings Fronting St.
1. Small Block Size!



Pedestrian Fatalities & Speed





10'

7'

12'

11'

11'

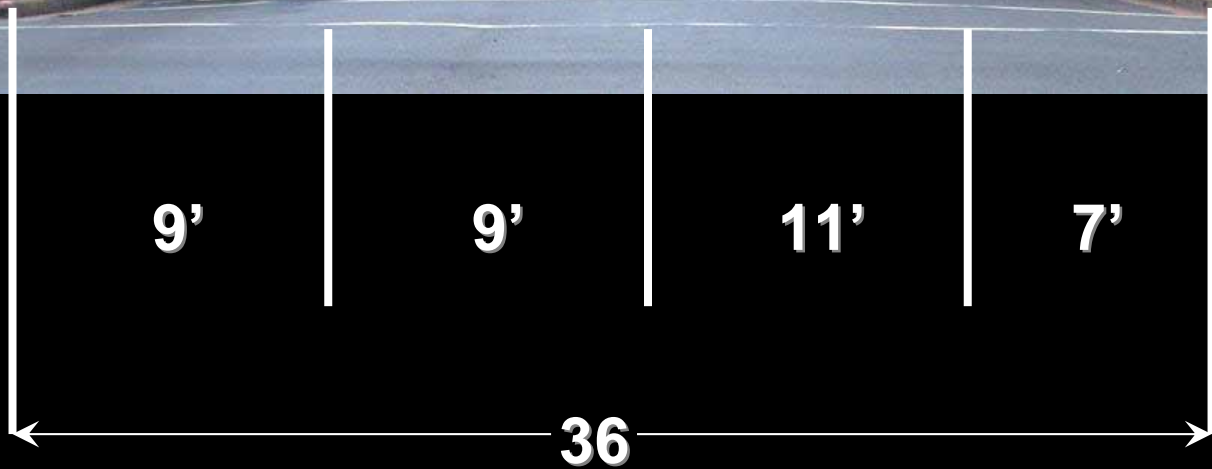
7'

8'

48

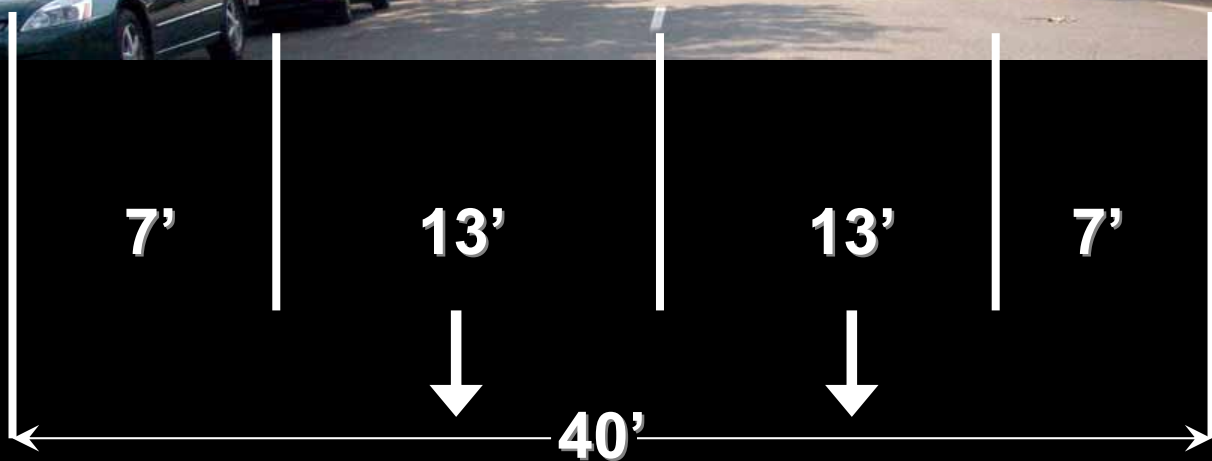
Patrick @ King

Avg 26 mph



King @ Patrick

Avg 20 mph



Queen @ Fayette
Avg 20 mph/high 27



Cameron
Avg 27 mph



Jefferson-Davis Highway
South of Monroe Av Bridge
Avg 35 mph/high 47



TRANSPORTATION & PARKING

Issues & Options

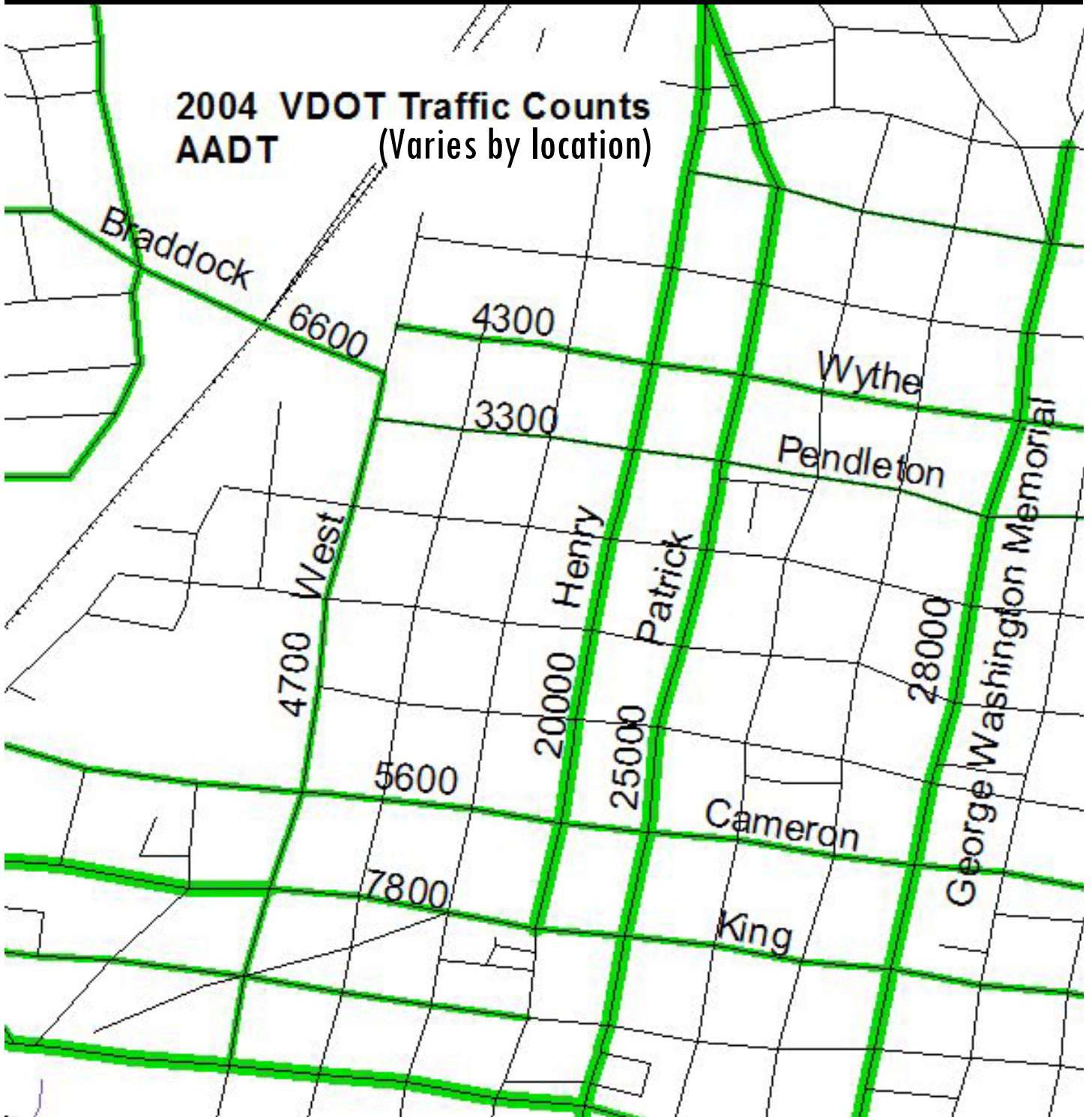
T&P-1: Traffic Volumes & Speed

Plan strategies focus on mitigating impacts of volumes and controlling speed.





**2004 VDOT Traffic Counts
AADT**
(Varies by location)





TRANSPORTATION & PARKING

Issues & Options

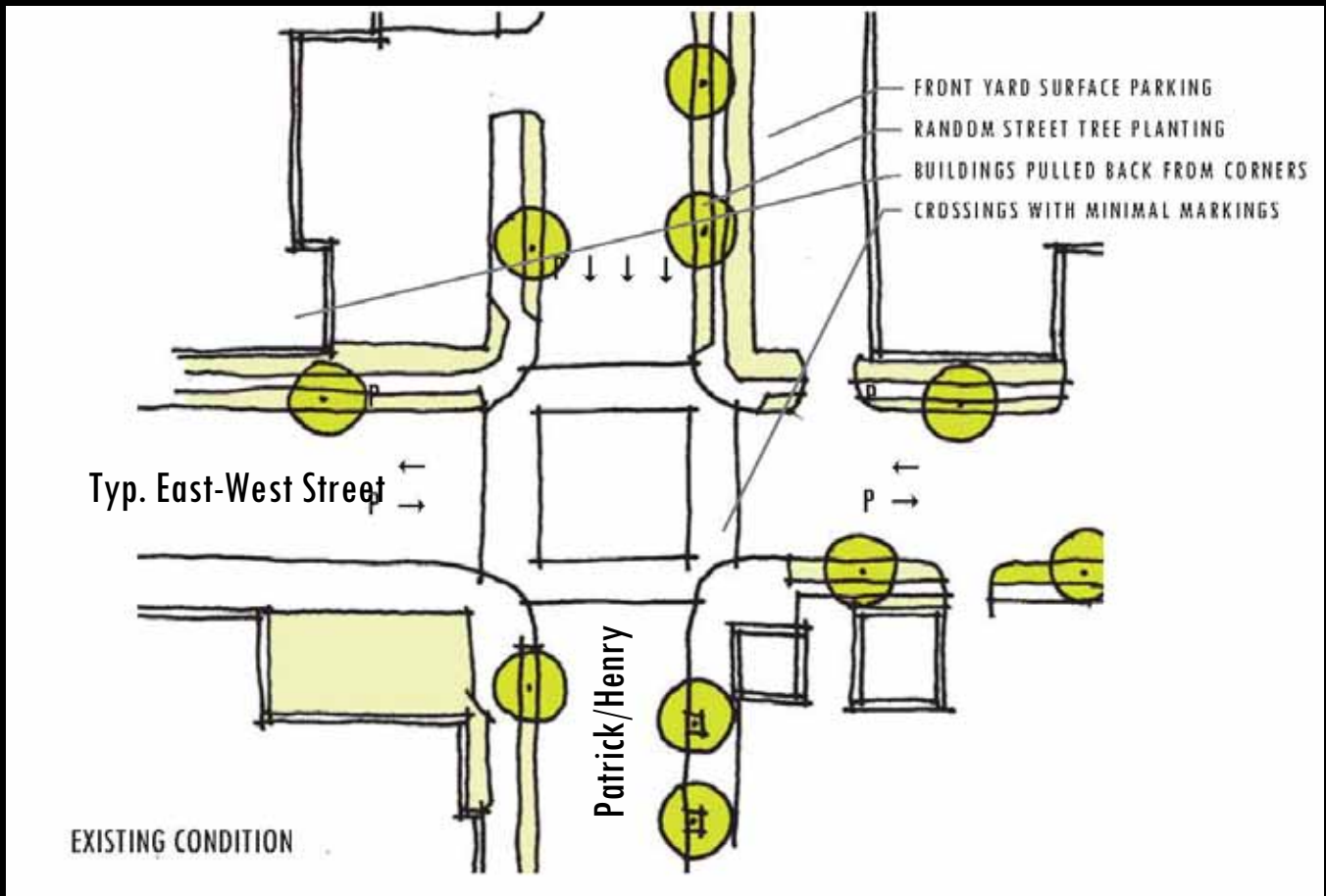
T&P-2: Crossings of Patrick & Henry

Plan focuses on improving crossing conditions at key intersections.

“Pedestrian Sleeve” concept addresses streetscape conditions at First, Wythe, Oronoco, and Queen.

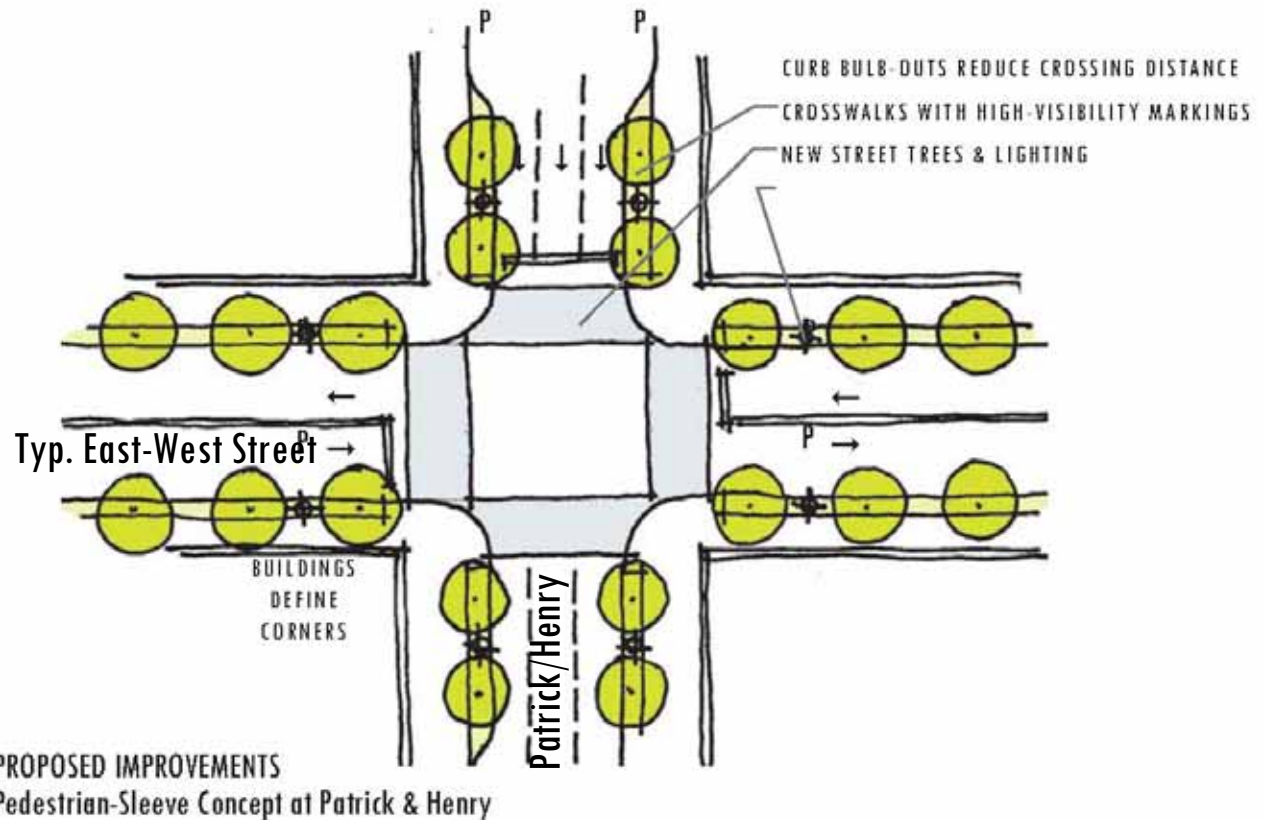






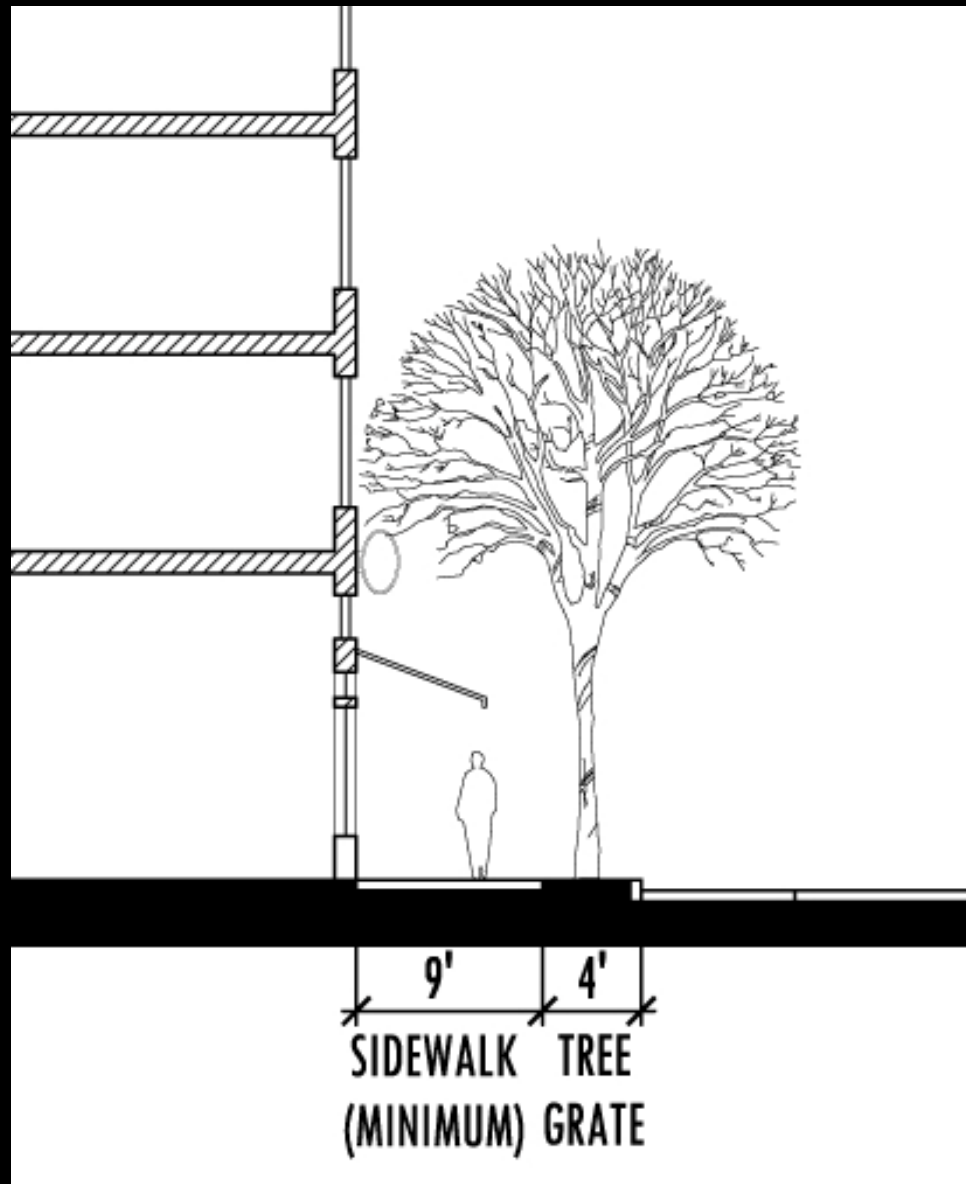
Existing Condition at Crossings of Patrick & Henry

Existing crossings are poorly marked, front yard parking is present, pedestrian-scaled lighting does not exist, and streetscape designs are inconsistent.



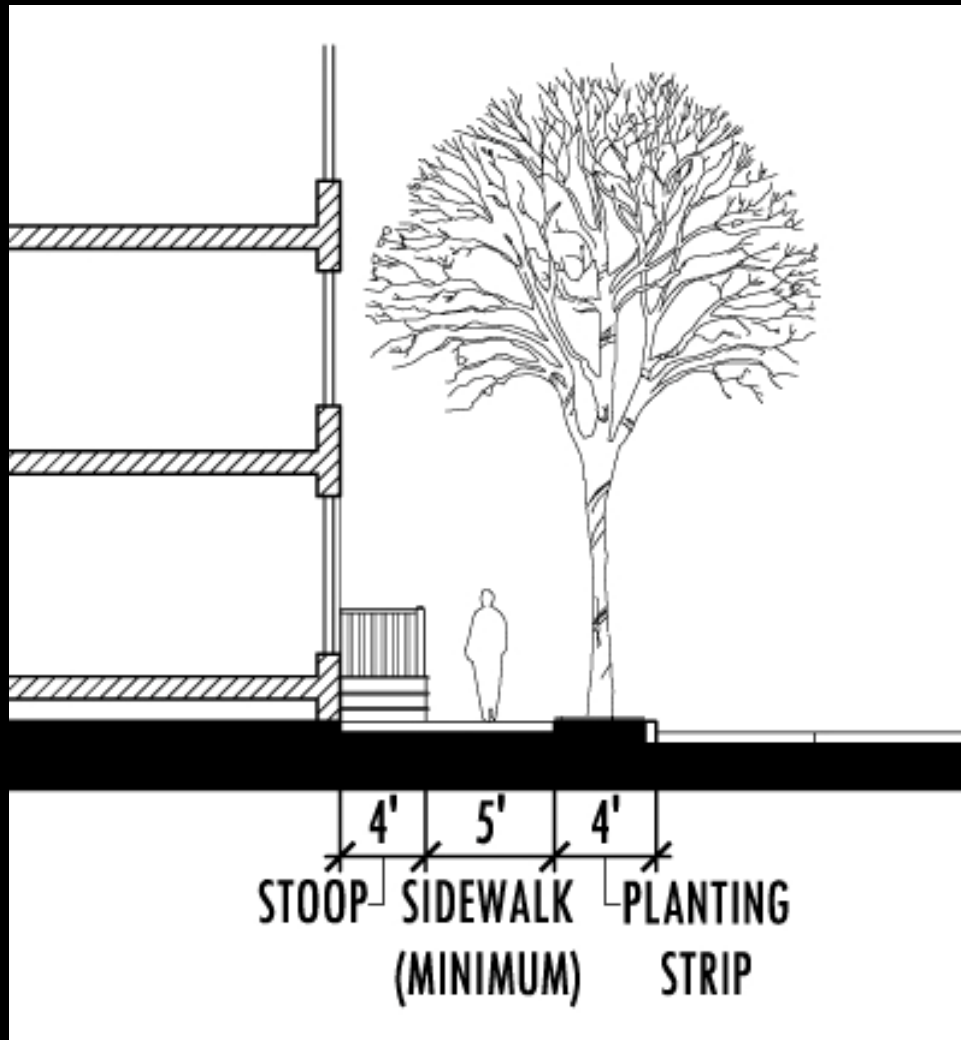
Proposed Plan for Typical Pedestrian Sleeves

- bulb-outs to reduce crossing distances
- improved, highly-visible crosswalk markings
- improved pedestrian-scaled lighting and consistent tree plantings
- buildings defining corners, introducing “eyes on the street,” and minimizing perceived distance of crossings



Typical Commercial Streetscape Proposed Section

Typical proposed section for Patrick & Henry showing 9' minimum clear sidewalk and 4' carriage strip for planting and street furniture.



Typical Residential Streetscape Proposed Section

Typical proposed section for residential streets showing 4' stoop zone, 5' minimum clear sidewalk and 4' carriage strip for planting and street furniture.



TRANSPORTATION & PARKING

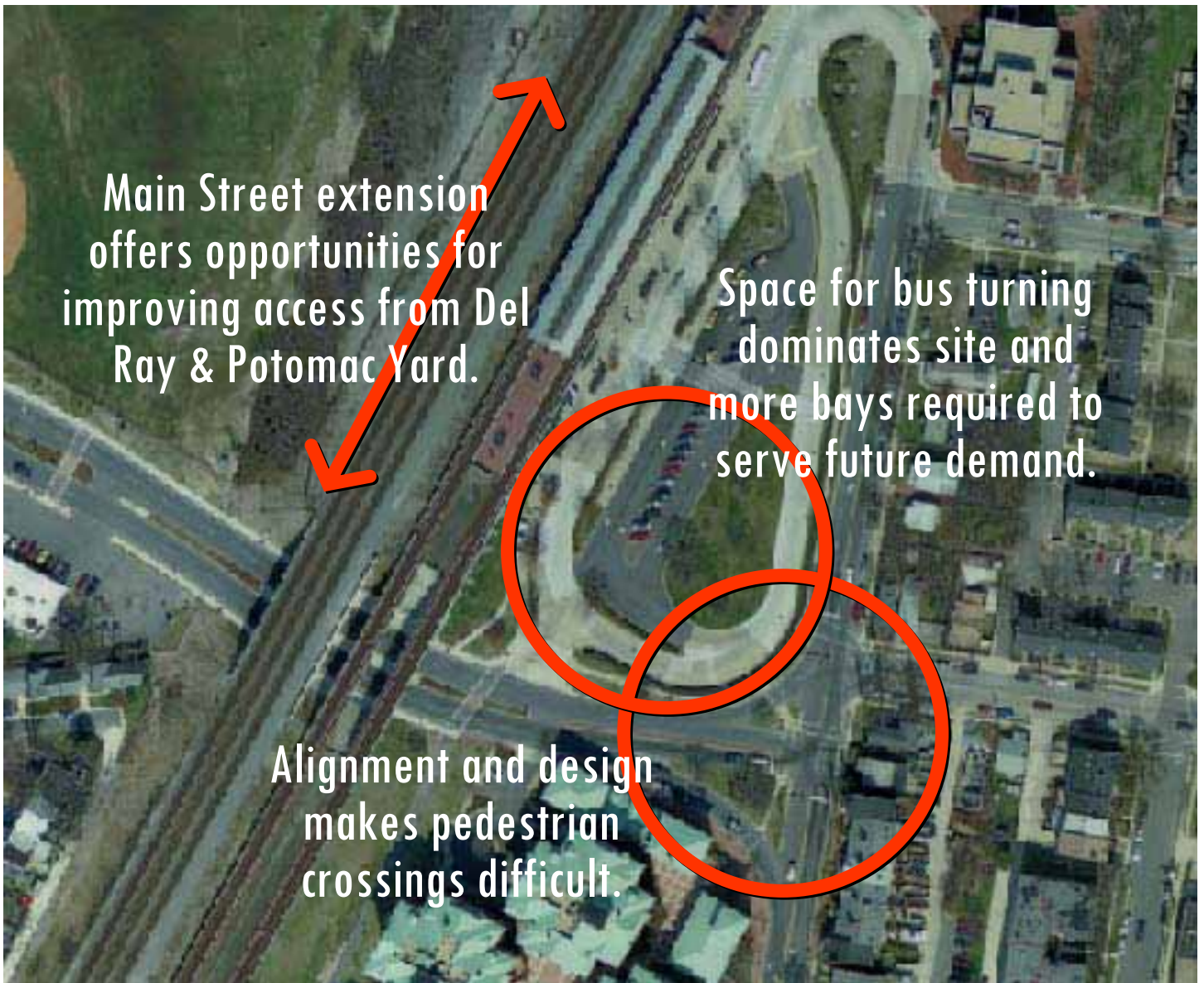
Issues & Options

T&P-3: Metro Station Access & Capacity

Three alternatives for improving pedestrian access and increasing capacity for transit are being evaluated.

1. Consideration of Access from the West
2. Redesign of On-Site Circulation
3. Redesign of Braddock-Wythe Intersection





Main Street extension offers opportunities for improving access from Del Ray & Potomac Yard.

Space for bus turning dominates site and more bays required to serve future demand.

Alignment and design makes pedestrian crossings difficult.

Context for Options

Options designed to address issues and capitalize on opportunities.

School property limits potential improvements to the west.

Early options calling for a round-about or realignment of Wythe have been discarded due to significant neighborhood impacts.

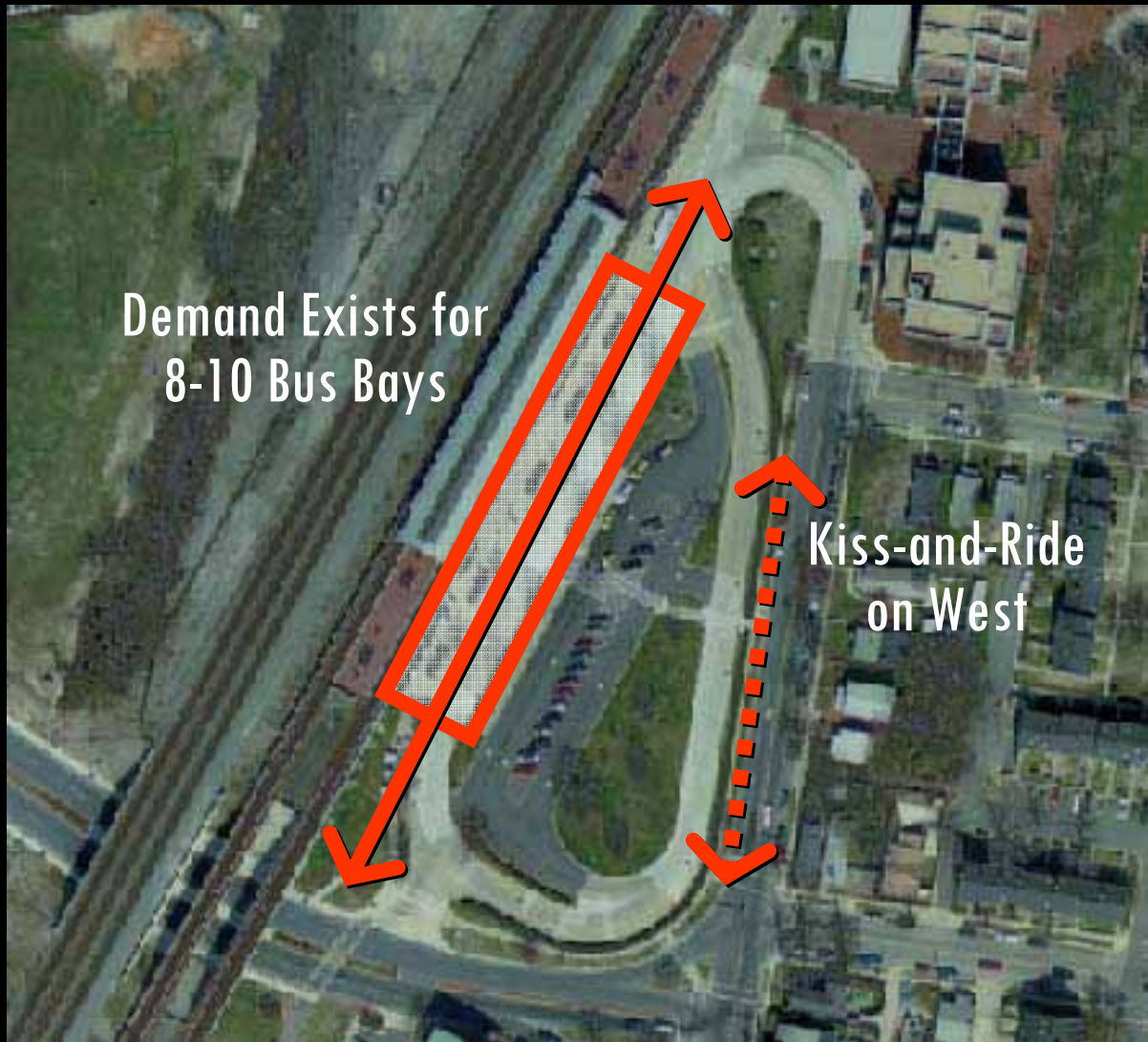
New Bus Rapid Transit proposed to link Potomac Yard with Braddock and Crystal City Metro.



Access from the West

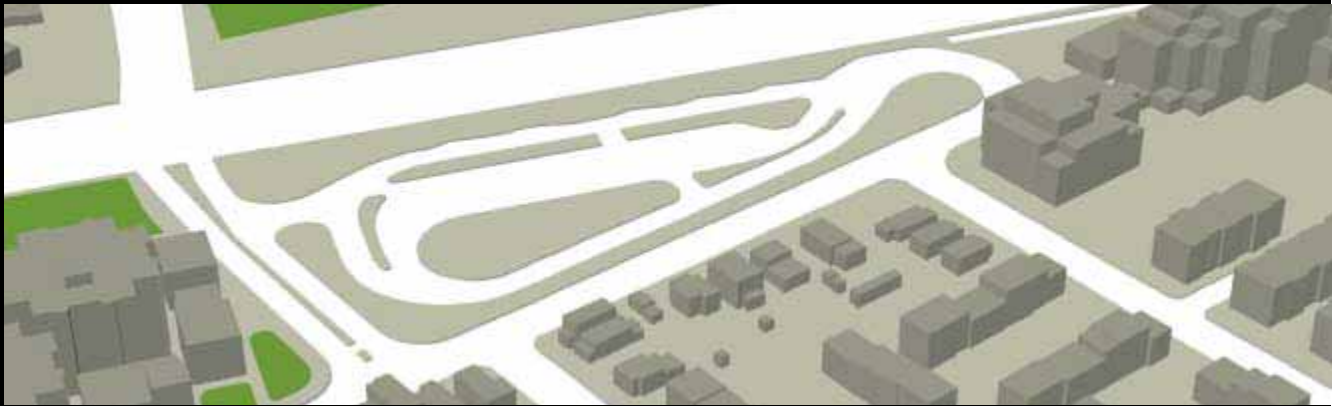
If right-of-way were available, Main Street could be designed to include kiss-and-ride spaces and shuttle stops in addition to the planned sidewalk and one-way transit drive.

New access to station under tracks would be costly and may be infeasible unless provided as part of joint development of Metro site.

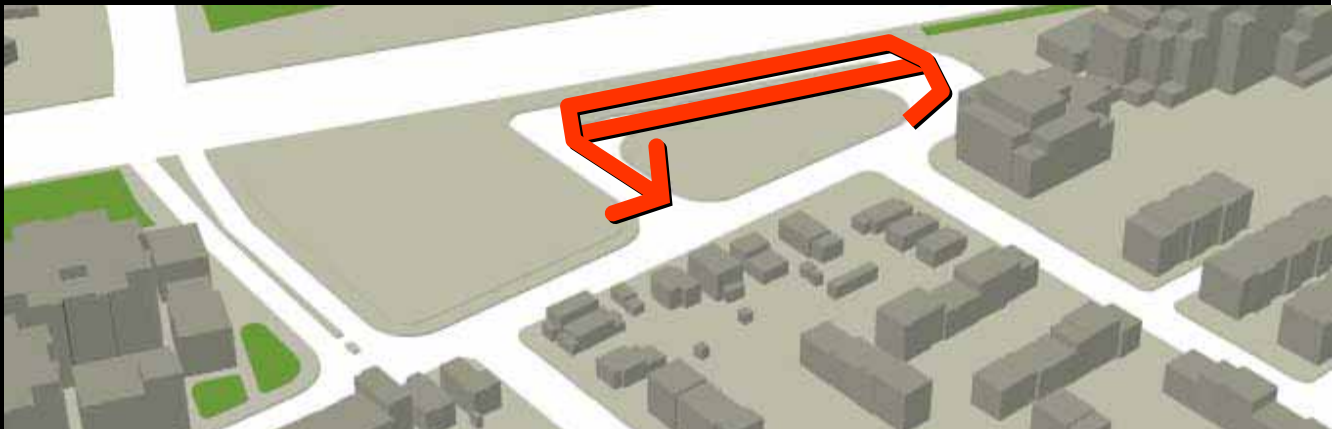


On-Site Circulation

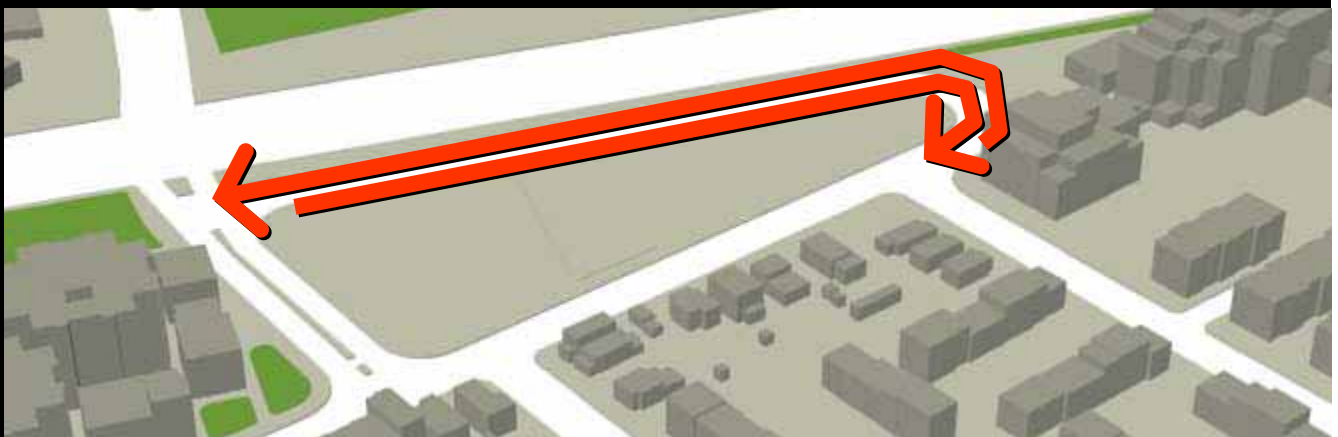
Options assume demand for 8-10 bus bays, two-way bus circulation is acceptable, bus bays have priority access to entry, kiss-and-ride may be relocated to West, and on-site parking is not required unless joint-development occurs.



Existing Condition



Option 1: Compressed Loop with One-Way Flow

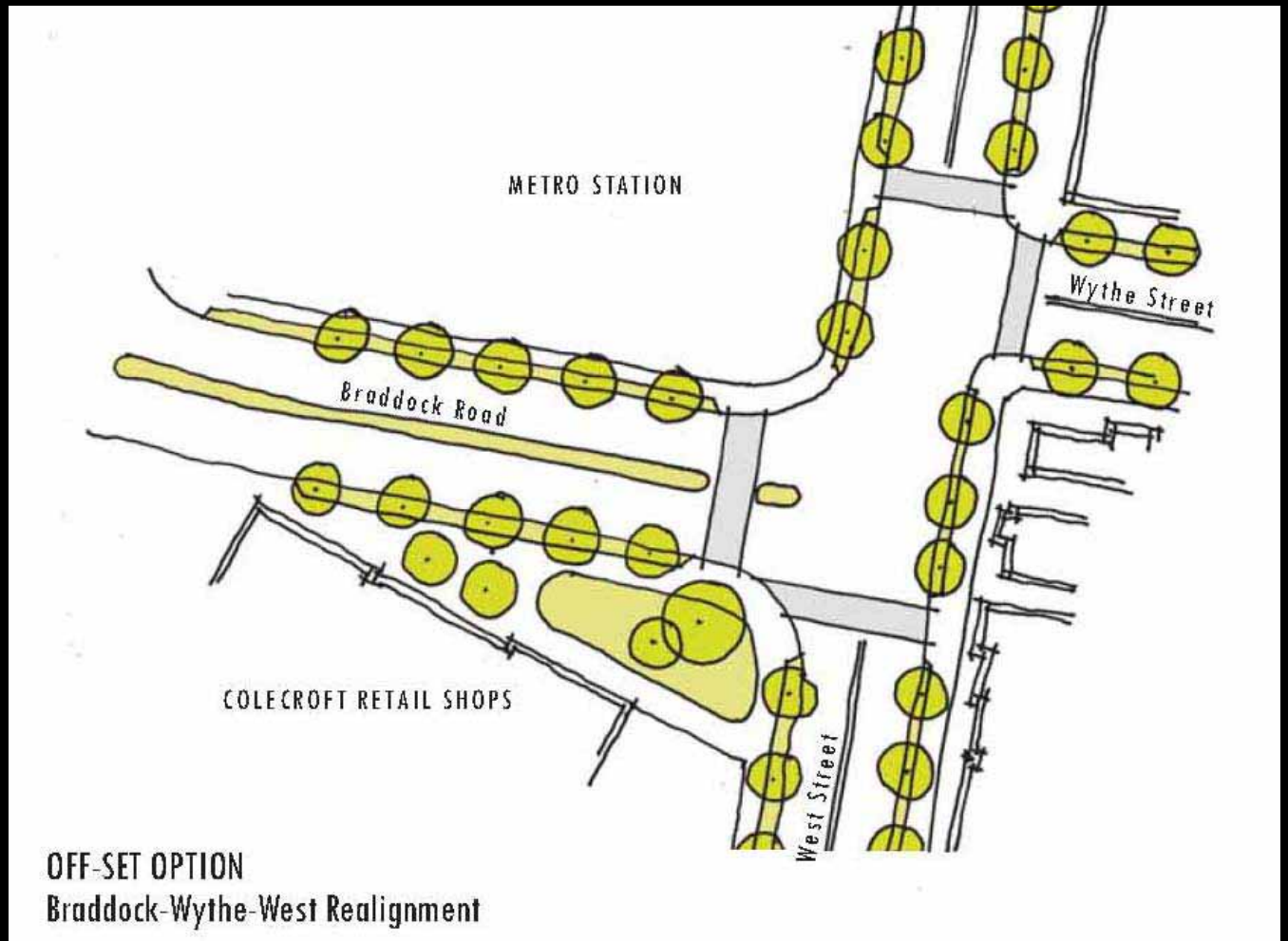


Option 2: Two-Way Travel Along West-Side of Site



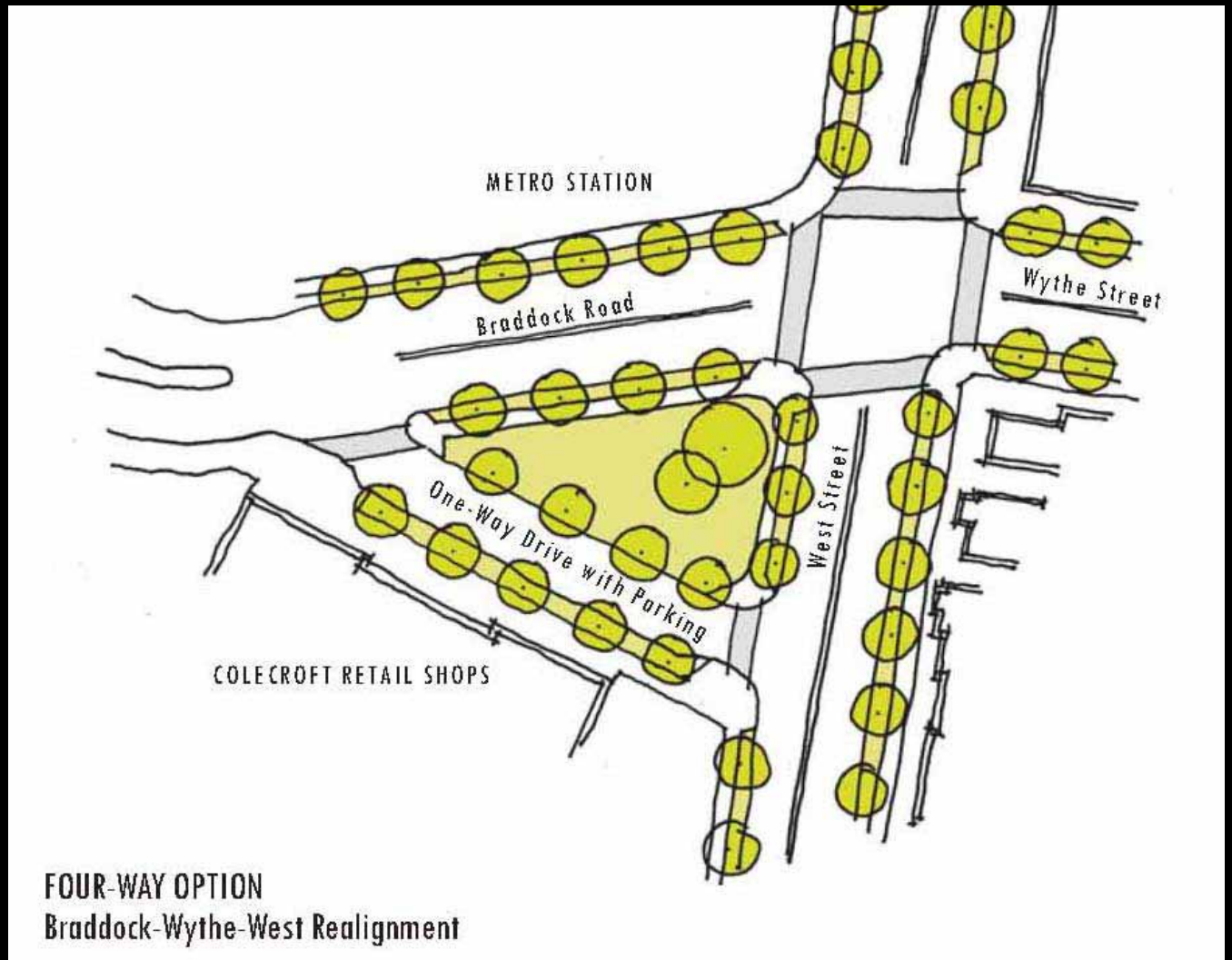
Braddock-Wythe Intersection

Existing off-set intersection with free right turns is especially difficult to cross by pedestrians and performs poorly for east-west traffic along Braddock and Wythe.



Option 1: Simplified Off-Set

Design improves pedestrian crossings and adds open space but may not perform well for vehicles traveling along Braddock and Wythe. Parking remains along south side of Braddock.



Option 2: Four-Way

Design simplifies intersection geometries, improves pedestrian crossings, and adds new slip road and open space in front of Colecroft shops. Requires right-of-way from Metro and minimal reconfiguration of site.



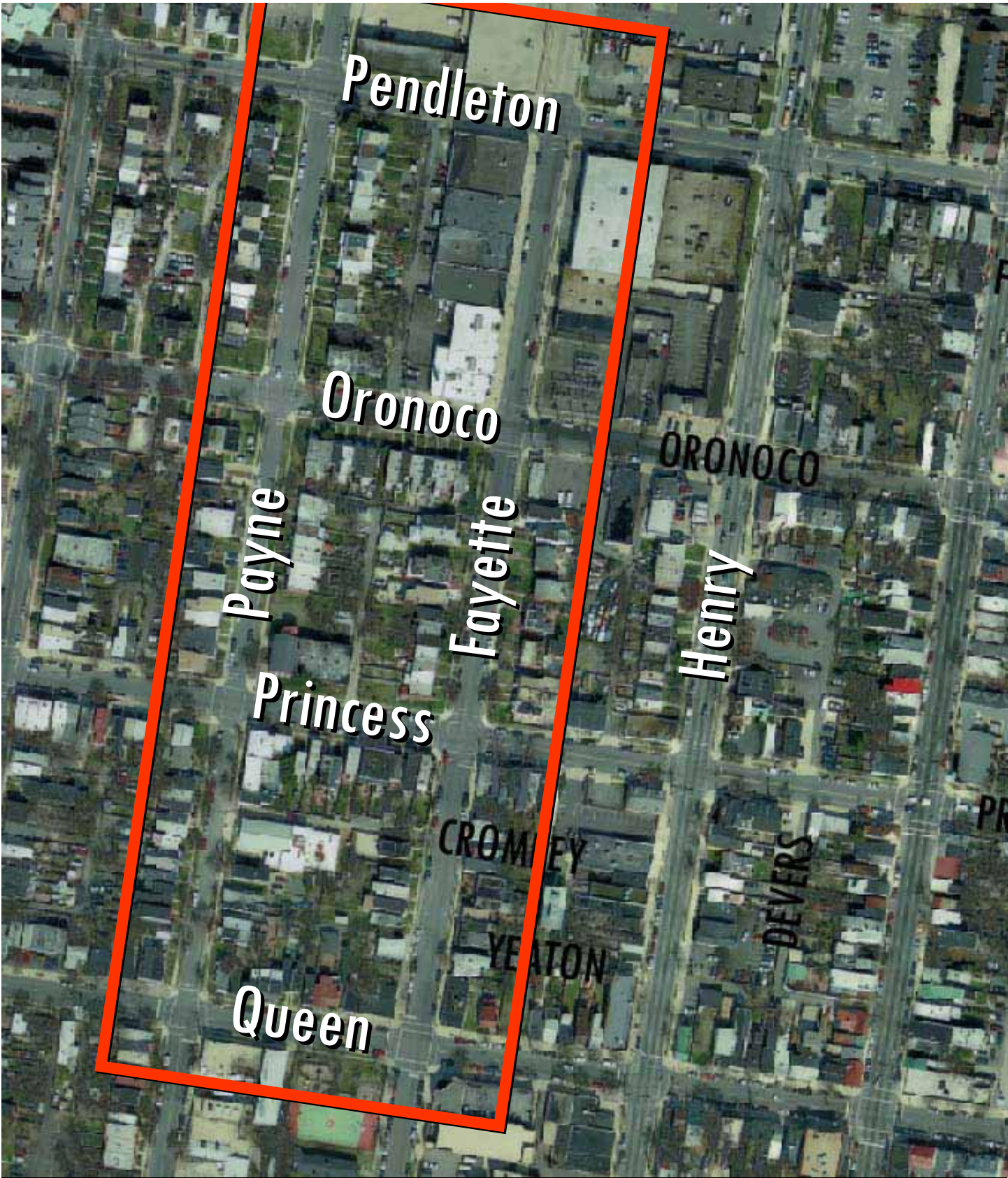
TRANSPORTATION & PARKING

Issues & Options

T&P-4: Cut-Through Traffic on Neighborhood

Team is exploring options for traffic calming on residential sections of Fayette and Payne. Improvements may include stepped up enforcement of speed limits or physical improvements such as the installation of bulb-outs at intersections.





Focus area for neighborhood traffic calming.



TRANSPORTATION & PARKING

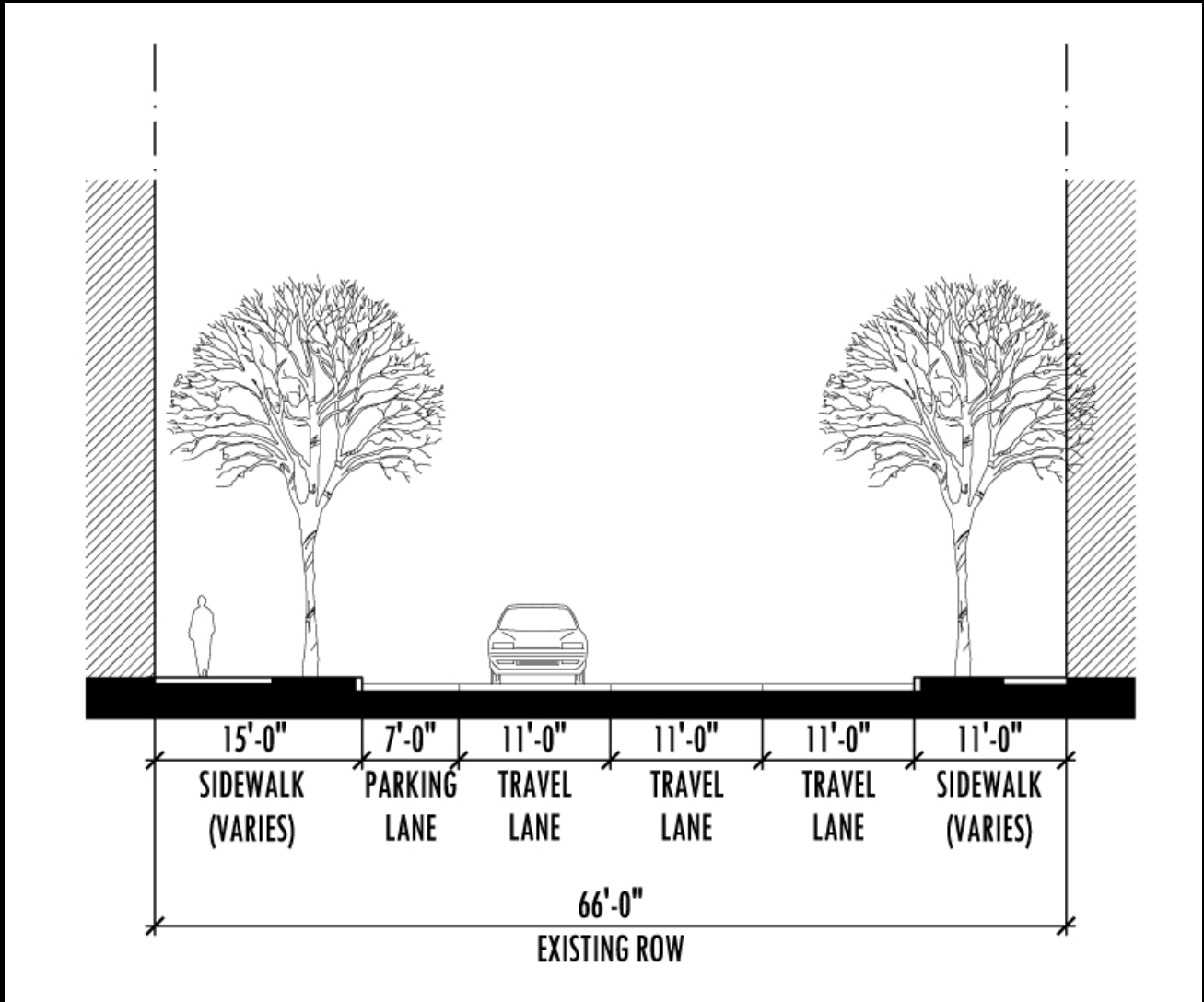
Issues & Options

T&P-5: Planning for Future Transit Way on Patrick & Henry

City is in the early stages of exploring alternatives for a new north-south transit way through the city.

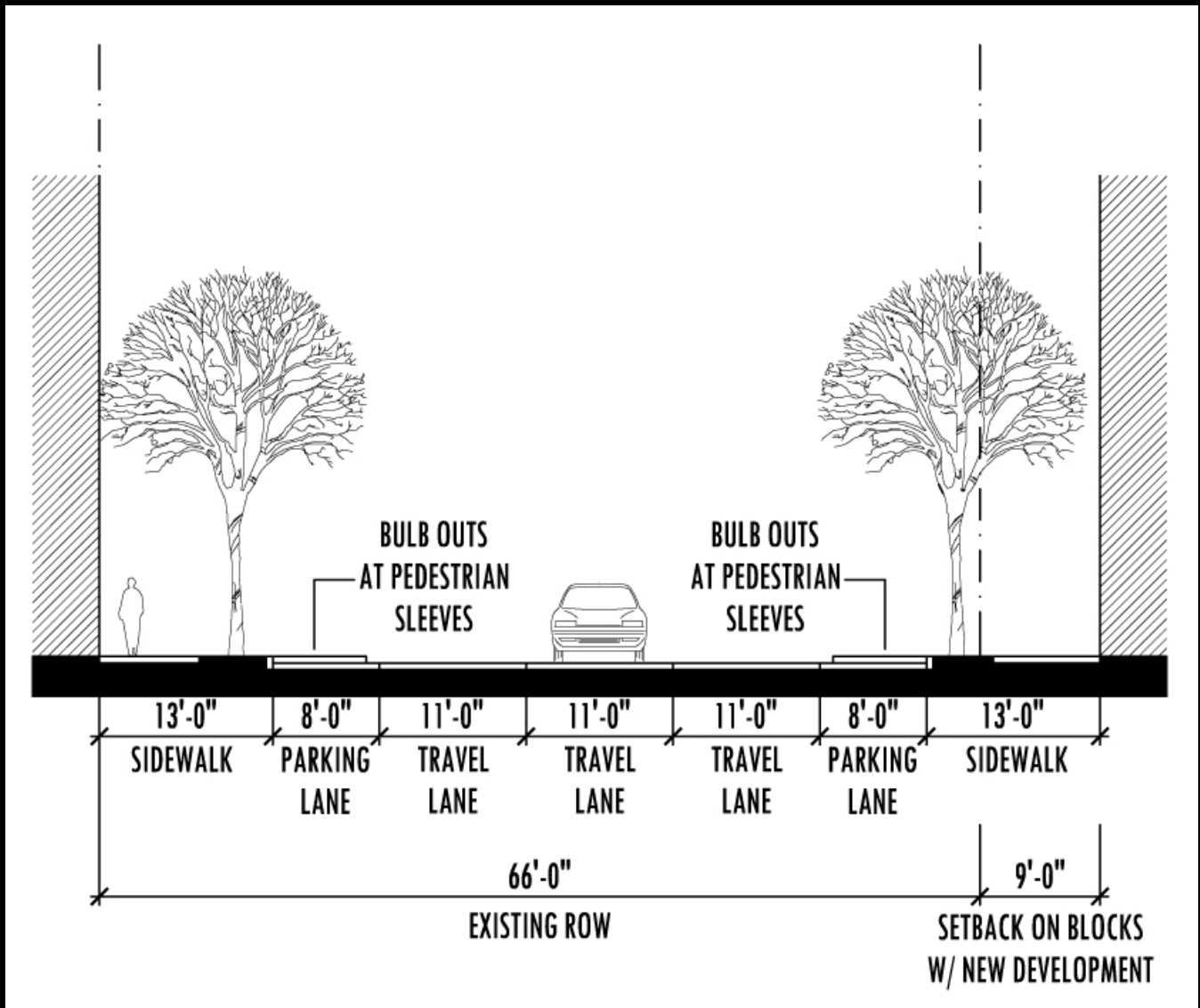
With Patrick & Henry as candidates for the new system, the team is exploring alternative street designs.





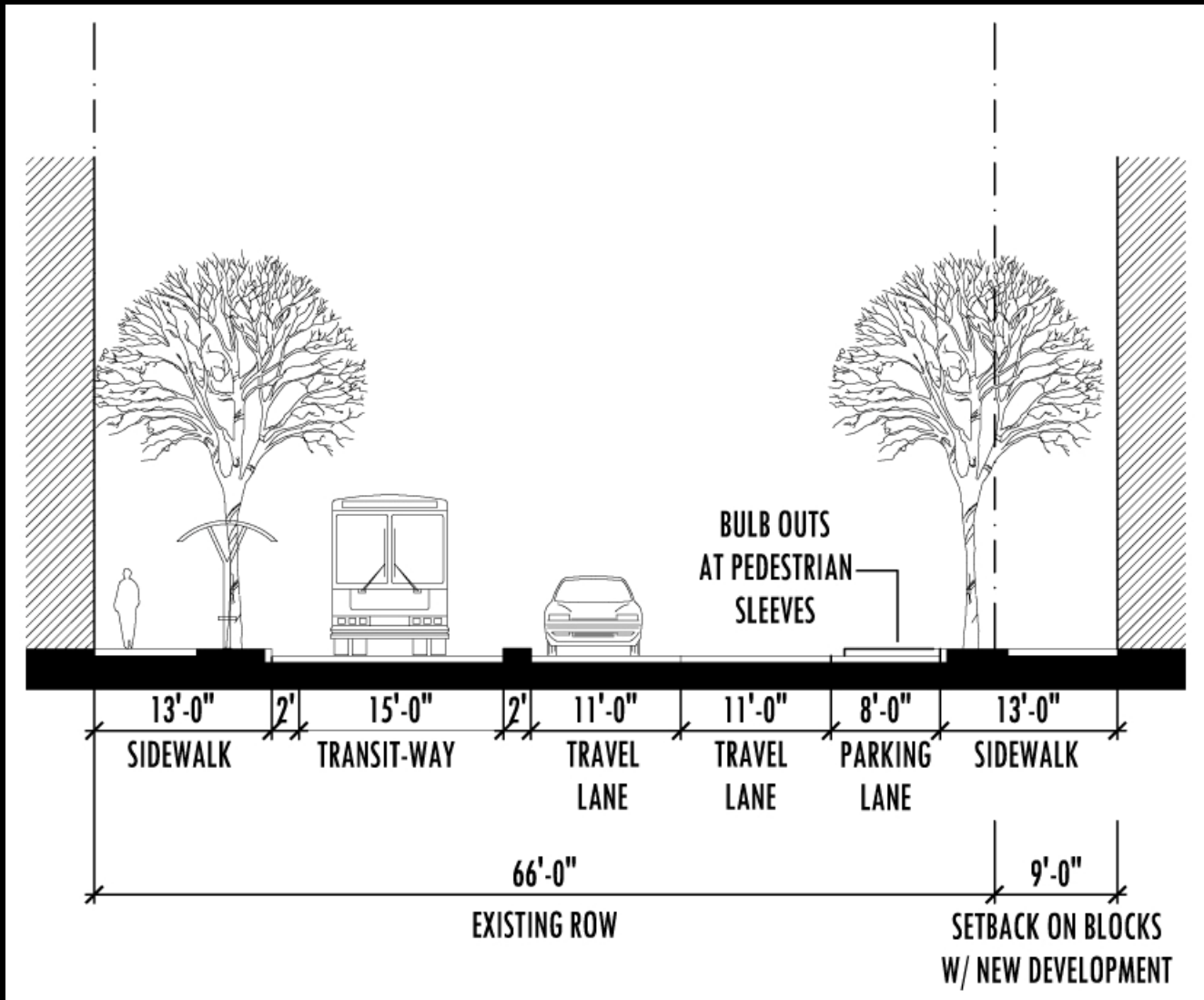
Existing Conditions

Drawing shows existing section for Henry with parking and 3 southbound lanes.



Proposed Improvements

“Pedestrian Sleeve” improvements call for the addition of bulb-outs at key intersections and a new parking lane on the east side were possible as new development occurs.



Potential Section with Transit Way

Improvements with Transit Way on Henry shows transit vehicle running in curb lane with 2 southbound lanes and parking lane with bulb-outs where possible along east side of street. Additional space on east may be required at stop locations.



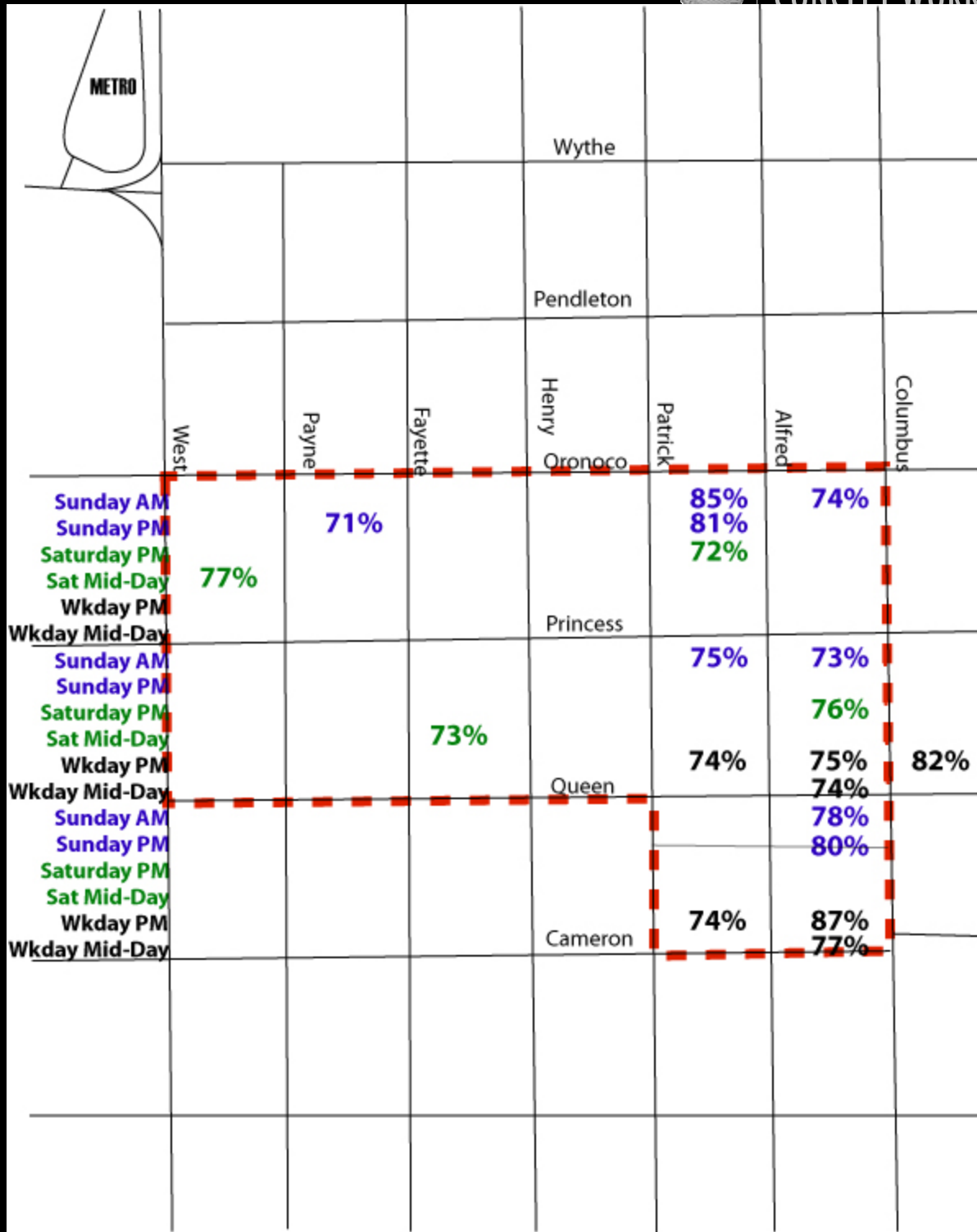
TRANSPORTATION & PARKING

Issues & Options

T&P-6: Availability of Parking is a Growing Concern

Team completed a careful assessment of parking conditions, focusing most closely on the use of on-street spaces in the Parker-Gray neighborhood.





Parking Space Usage in Study Area

Study identified areas with an apparent undersupply of parking.



TRANSPORTATION & PARKING

Issues & Options

Potential Transportation & Parking Strategies

- Allow additional on-street parking where possible
- Determine if parking limitations still fit the context
- Review adjacent land uses





TRANSPORTATION & PARKING

Issues & Options

Potential Transportation & Parking Strategies

- Seek out opportunities for shared off-street parking
- Continue to enhance walkability & make walking, bicycling and transit more attractive options
- Long term—ensure adequate parking is provided as part of new development





Braddock Road Metro Small Area Plan
CONCEPT WORKSHOP

CONCLUSION

Q&A



Braddock Road Metro Small Area Plan
CONCEPT WORKSHOP

Questions?

For additional information concerning the Braddock Road Metro Small Area Planning Study, please contact:

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(703) 838-3866 extension 333

Additional information may be found on the City web site at www.alexandriava.gov/planningandzoning.com