

# Transportation Infrastructure

## CONCEPT PLAN



**MONUMENTAL ALX**

## KEY TAKEAWAYS

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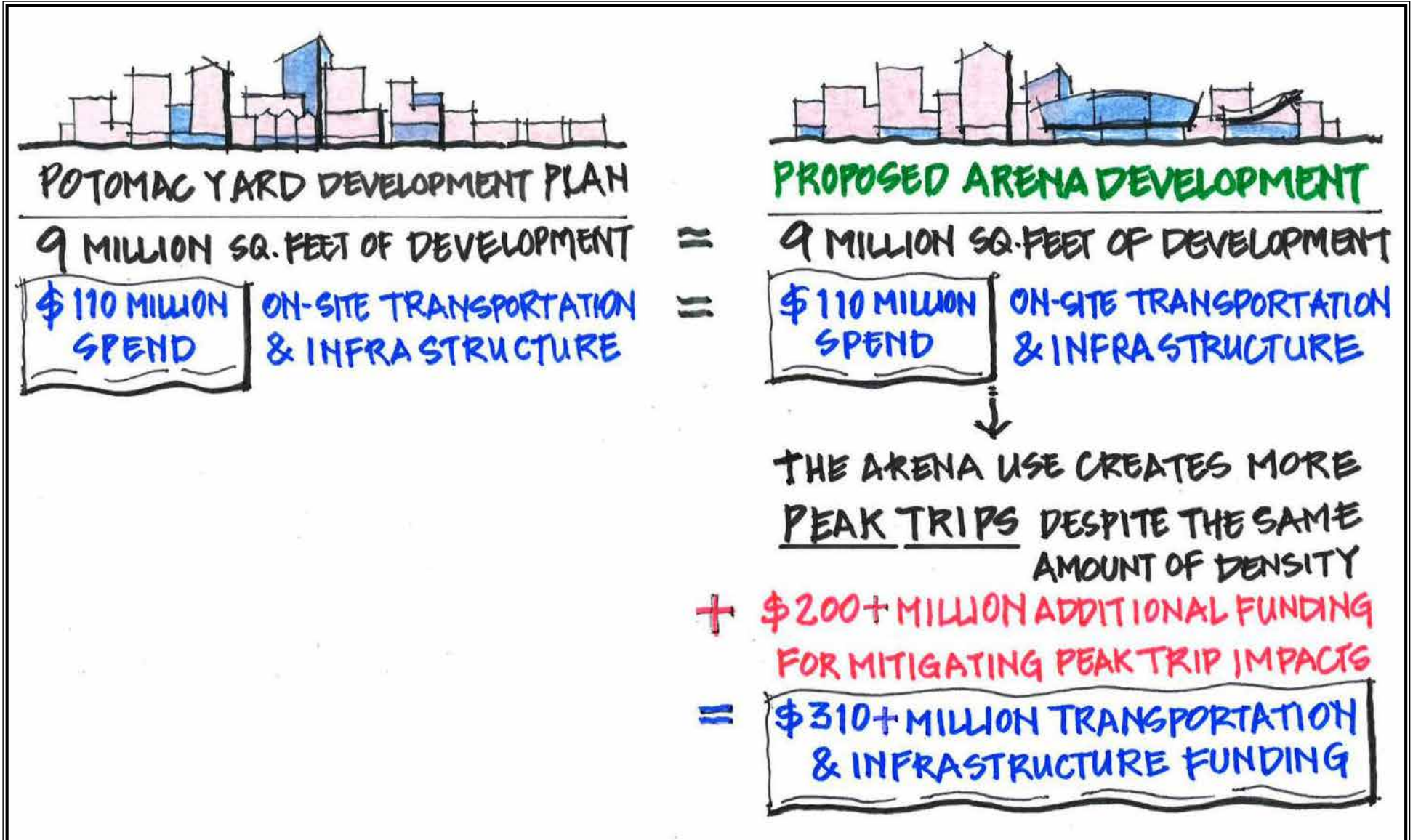
- 1** THE TRANSPORTATION PLAN AROUND THE ARENA IS FOCUSED ON ADDRESSING PEAK TRIPS THAT COMES FROM THE NEW USE SINCE THE SITE IS ALREADY PLANNED FOR THE SAME DENSITY WITH OR WITHOUT AN ARENA.
- 2** INITIAL MODEL SHOWS THE ARENA WILL CREATE MORE PEAK TRIPS THAN PLANNED GROWTH – WITH IMPACTS BEING GREATEST ON ~40 HOME GAME DAYS, INCLUDING FRIDAY THAT OVERLAP WITH RUSH HOUR.
- 3** THE PLAN ALLOCATES UP TO \$200M+ OF ADDITIONAL FUNDING FOR IMPROVEMENTS TO ADDRESS THIS PEAK TRAFFIC BUT THOSE INVESTMENTS IMPROVE THE TRANSPORTATION EXPERIENCE EVEN IN OFF-PEAK PERIODS.
- 4** THE EXPECTED TRAFFIC IMPACTS FROM THIS PROJECT AND THE PLANNED IMPROVEMENTS TO ADDRESS THEM ARE FULLY COMPATIBLE WITH THE TRANSPORTATION INVESTMENTS TO SUPPORT AMAZON HQ2 INCLUDING THE ROUTE ONE URBAN BOULEVARD.
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*All proposed budgets in this presentation include contingency.*

*Assumes 50 home game days that overlap with rush hour, 12 of which are Friday games that are subject to lower peak travel patterns in a post-covid world.*

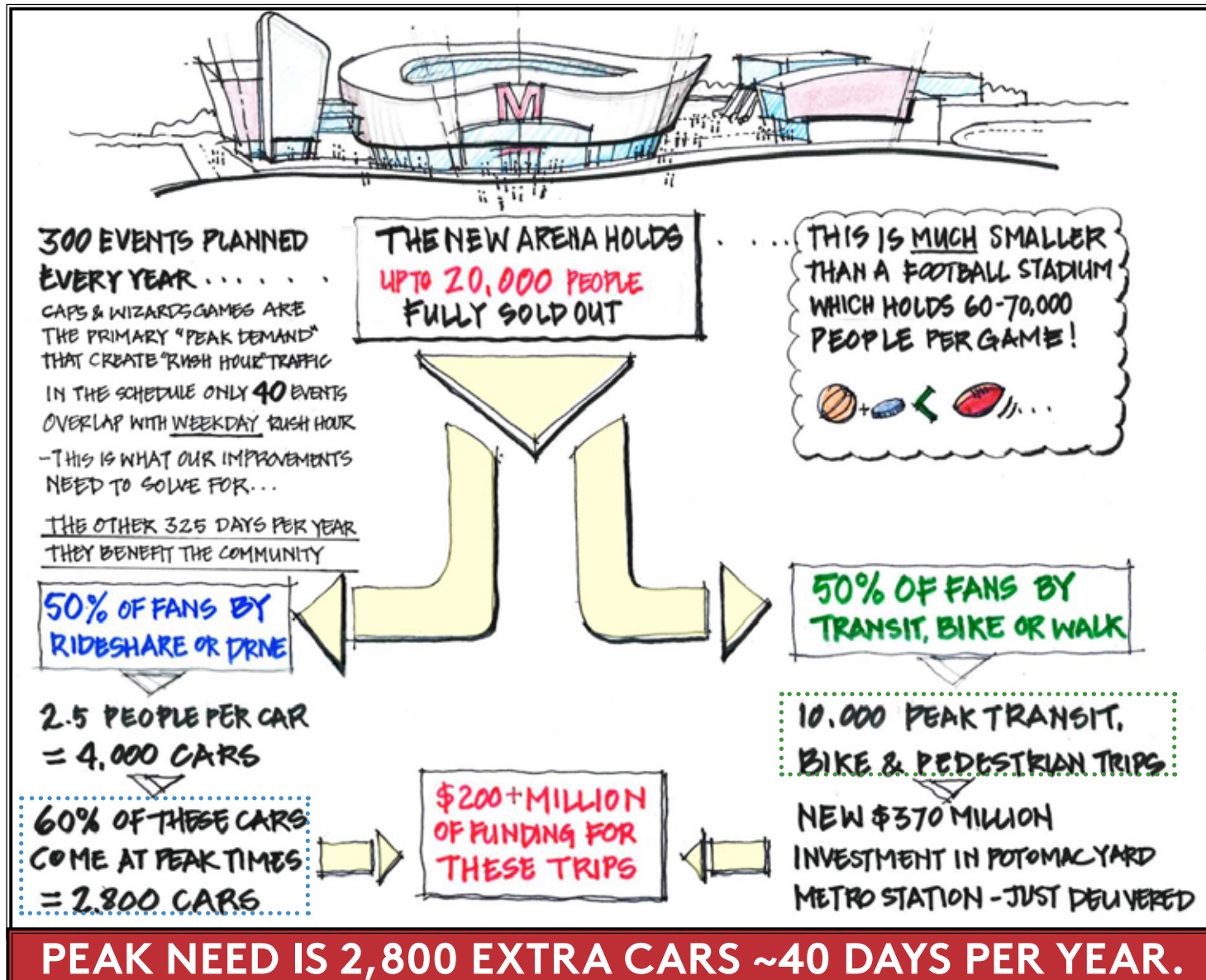
## ARENA VS. EXISTING APPROVALS

THE ARENA PLAN AND THE EXISTING SMALL AREA PLAN CONTEMPLATE THE SAME AMOUNT OF DENSITY BUT GENERATE DIFFERENT KINDS OF TRAFFIC.



## HOW MANY PEAK TRIPS ARE EXPECTED TO COME FROM THE ARENA?

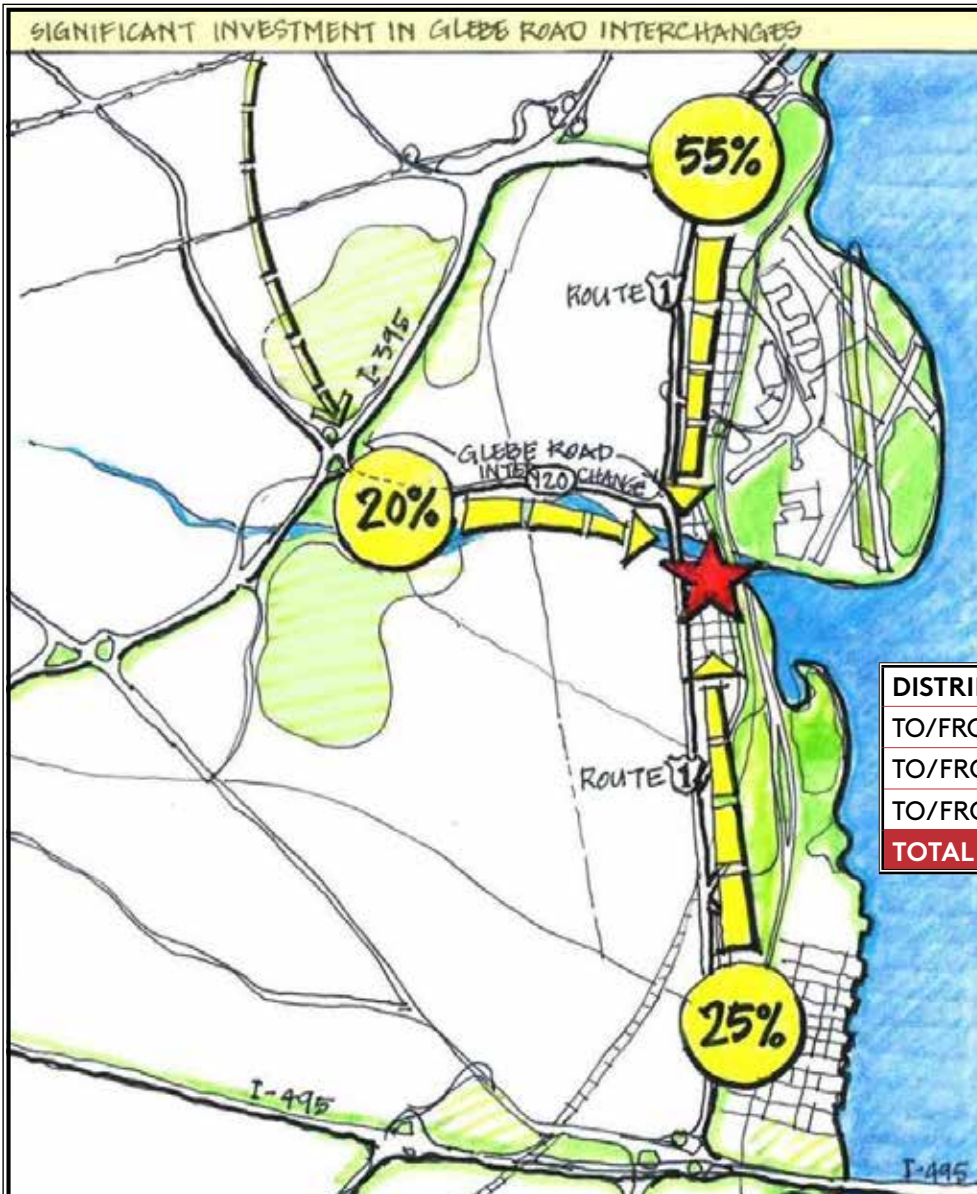
WHEN ALL THE VARIABLES ARE TAKEN INTO ACCOUNT, THE PEAK TRIPS GENERATED BY THE ARENA ARE MANAGEABLE WITH THE RIGHT UPGRADES.



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## FORECAST DISTRIBUTION OF CAR TRAFFIC TO AN ARENA AT POTOMAC YARD

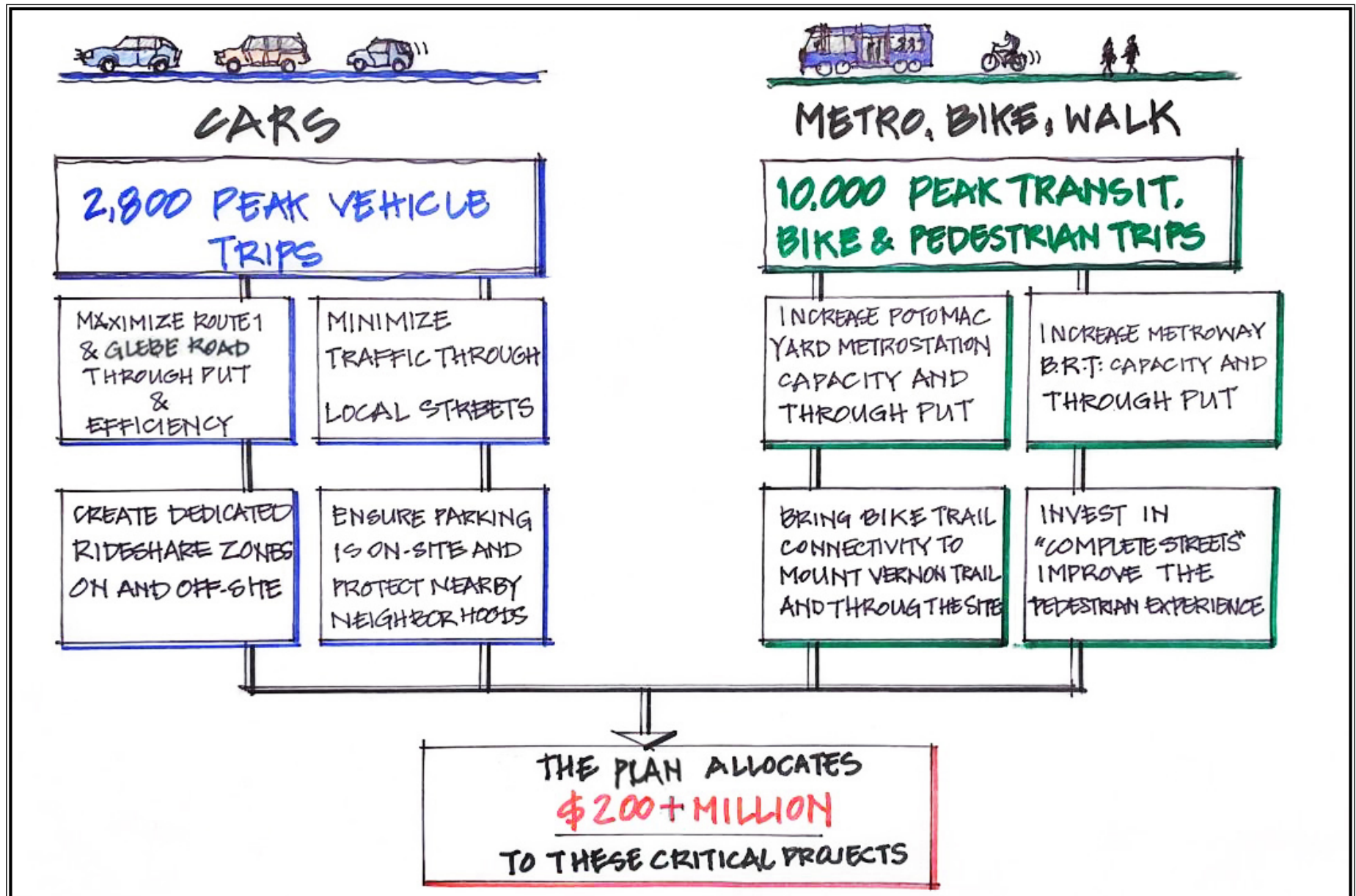
THIS INFORMATION INFLUENCES WHERE ROAD/INTERSECTION IMPROVEMENTS WILL BE FOCUSED AND ALSO WHERE SATELLITE PARKING AND NEIGHBORHOOD PROTECTIONS WILL BE THE MOST EFFECTIVE.



DISTRIBUTION BY REGIONAL NETWORK	DISTRIBUTION
TO/FROM THE NORTH VIA RT 1 AND CRYSTAL DRIVE	55%
TO/FROM THE SOUTH VIA RT 1	25%
TO/FROM THE WEST	20%
<b>TOTAL</b>	<b>100%</b>

## HOW DO WE ADDRESS THE PEAK TRIPS THAT ARE BEING GENERATED?

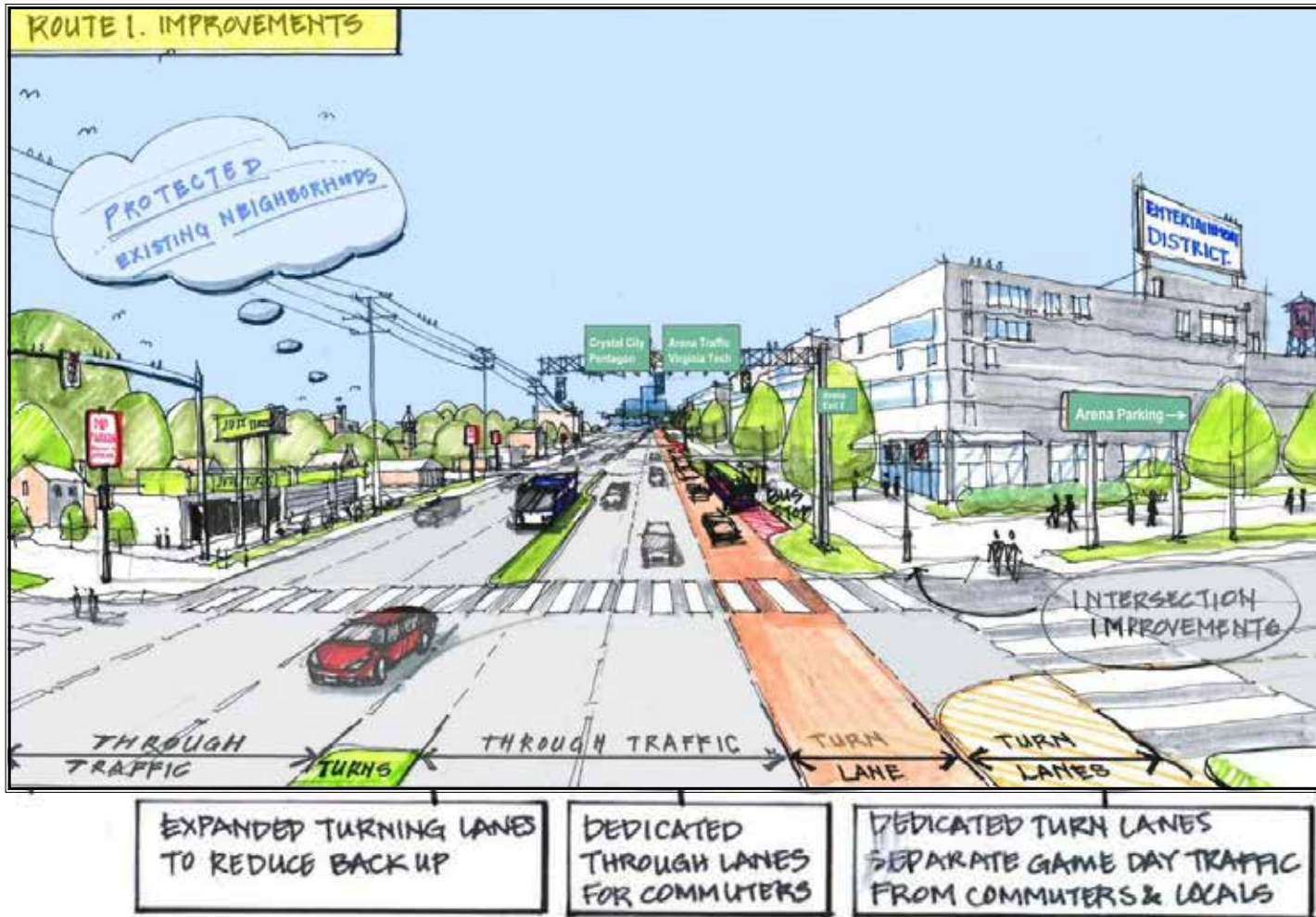
THESE UPGRADES TO INFRASTRUCTURE WILL ACCOMMODATE GREATEST WEEKDAY PEAK TRAFFIC IMPACTS WHILE VASTLY IMPROVING CONDITIONS EVERY OTHER DAY.



# MAXIMIZE ROUTE ONE THROUGHPUT AND EFFICIENCY

CAR

ROUTE ONE CARRIES MORE THAN 50,000 CARS PER DAY ON AN AVERAGE WEEKDAY.  
THE PLANNED IMPROVEMENTS MAKE ROOM FOR 2,800 NEW PEAK CAR TRIPS  
OR ~6% OF WEEKDAY VOLUME.



2,500 DEDICATED PARKING SPACES ON-SITE WITH QUEUING OFF ROUTE 1.

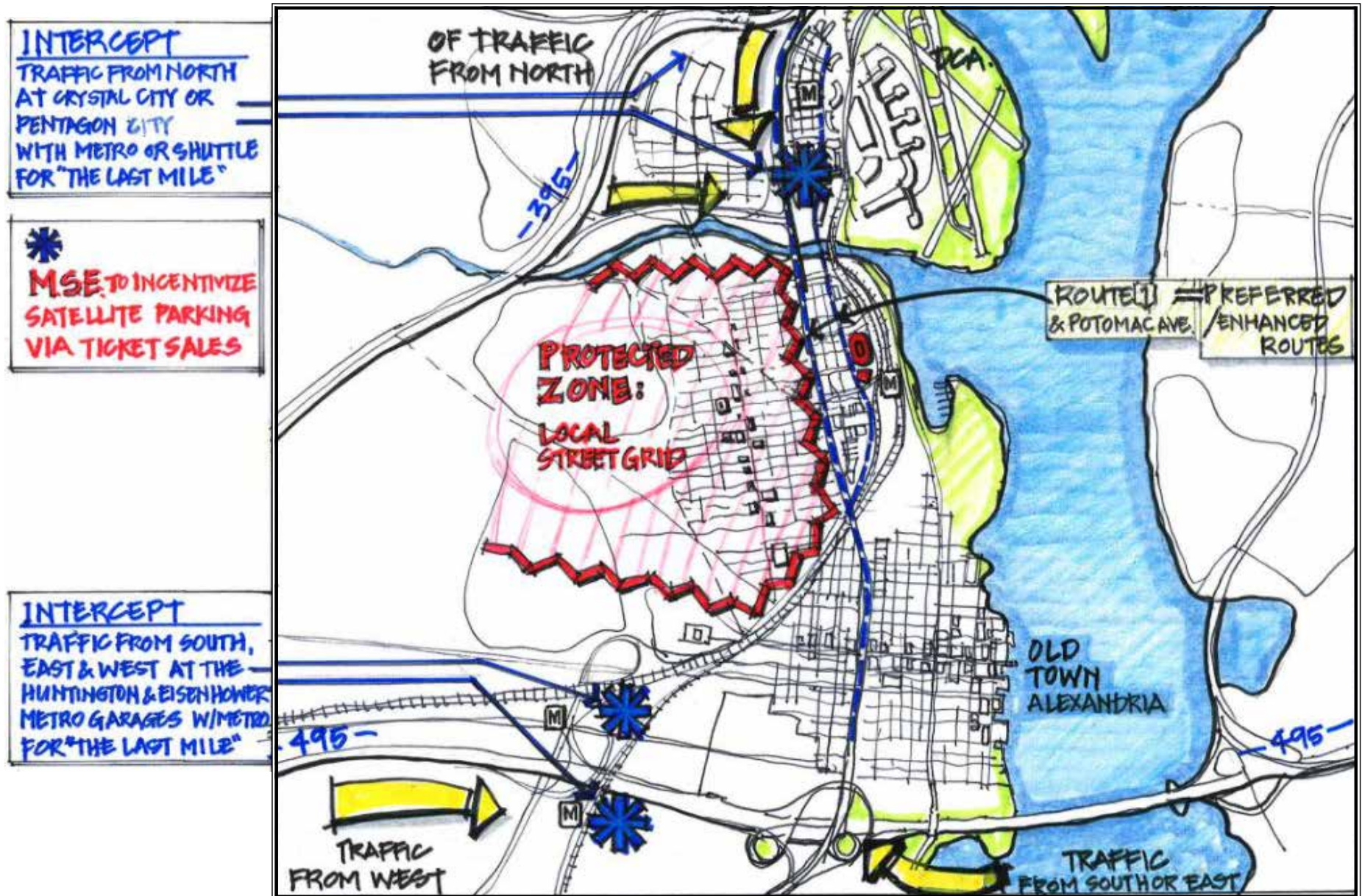
CO-ORDINATED SIGNALS AT INTERSECTIONS QUICKLY MOVE ARENA TRAFFIC OFF ROUTE 1 AND INTO THE SITE, WHERE IT CAN BE MANAGED

WITH THESE IMPROVEMENTS THE ARENA PROJECT AND ITS TRAFFIC IMPACT ARE FULLY COMPATIBLE WITH THE PLANNED "URBAN BOULEVARD" ROUTE ONE IN ARLINGTON.

# MINIMIZE TRAFFIC THROUGH LOCAL STREETS

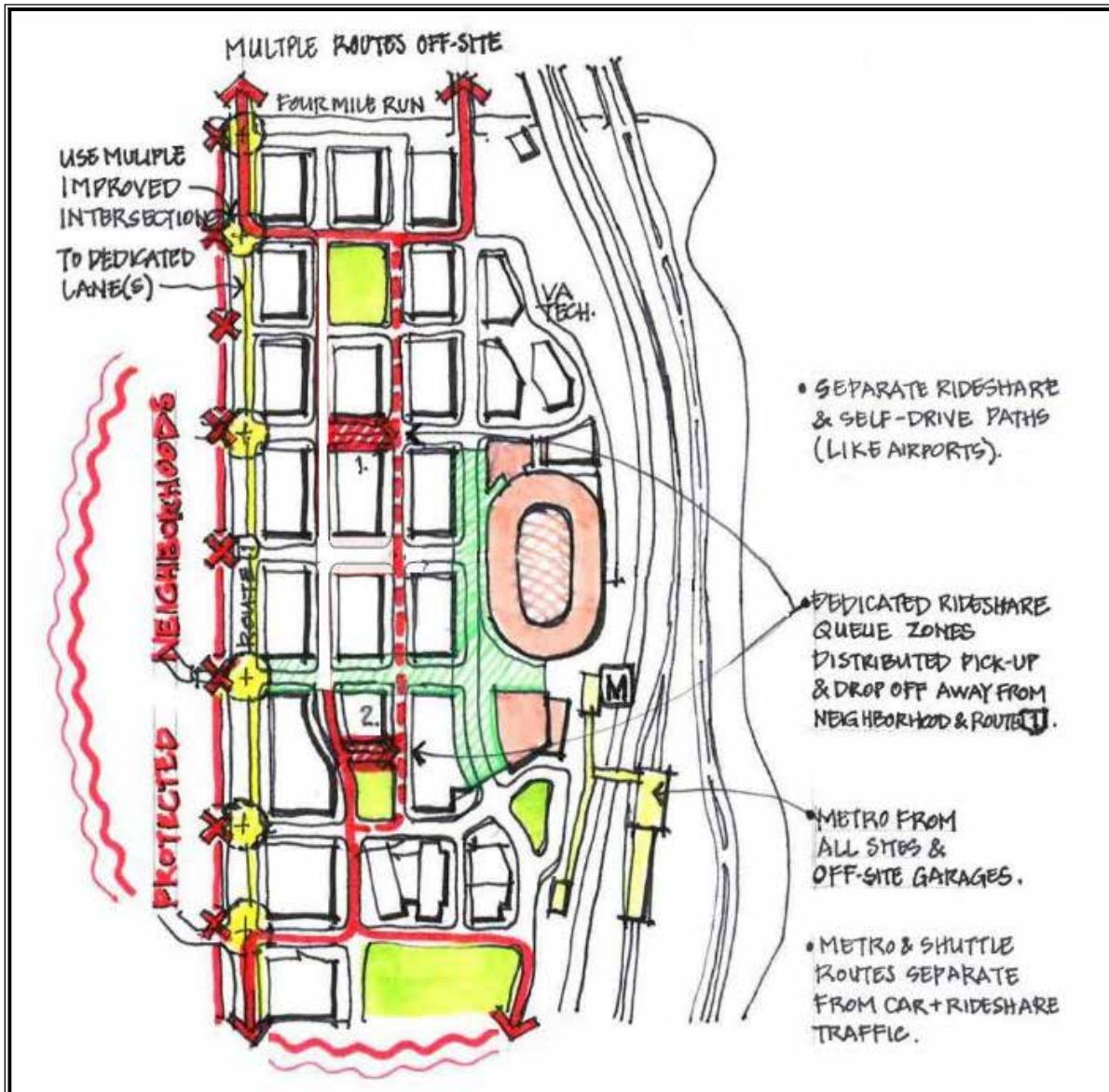
CAR

SATELLITE PARKING SITES INTERCEPT CAR TRAFFIC BEFORE IT REACHES THE LOCAL GRID. IT IS CONSOLIDATED ONTO METRO, BUS, AND SHUTTLES TO REACH THE ARENA.





DEDICATED RIDESHARE ZONES QUEUE DISTRIBUTED RIDESHARE PICK UP AND DROP OFF AWAY FROM RESIDENTIAL NEIGHBORHOODS AND OFF OF ROUTE ONE.



## PRECEDENTS



METLIFE STADIUM



UNITED CENTER

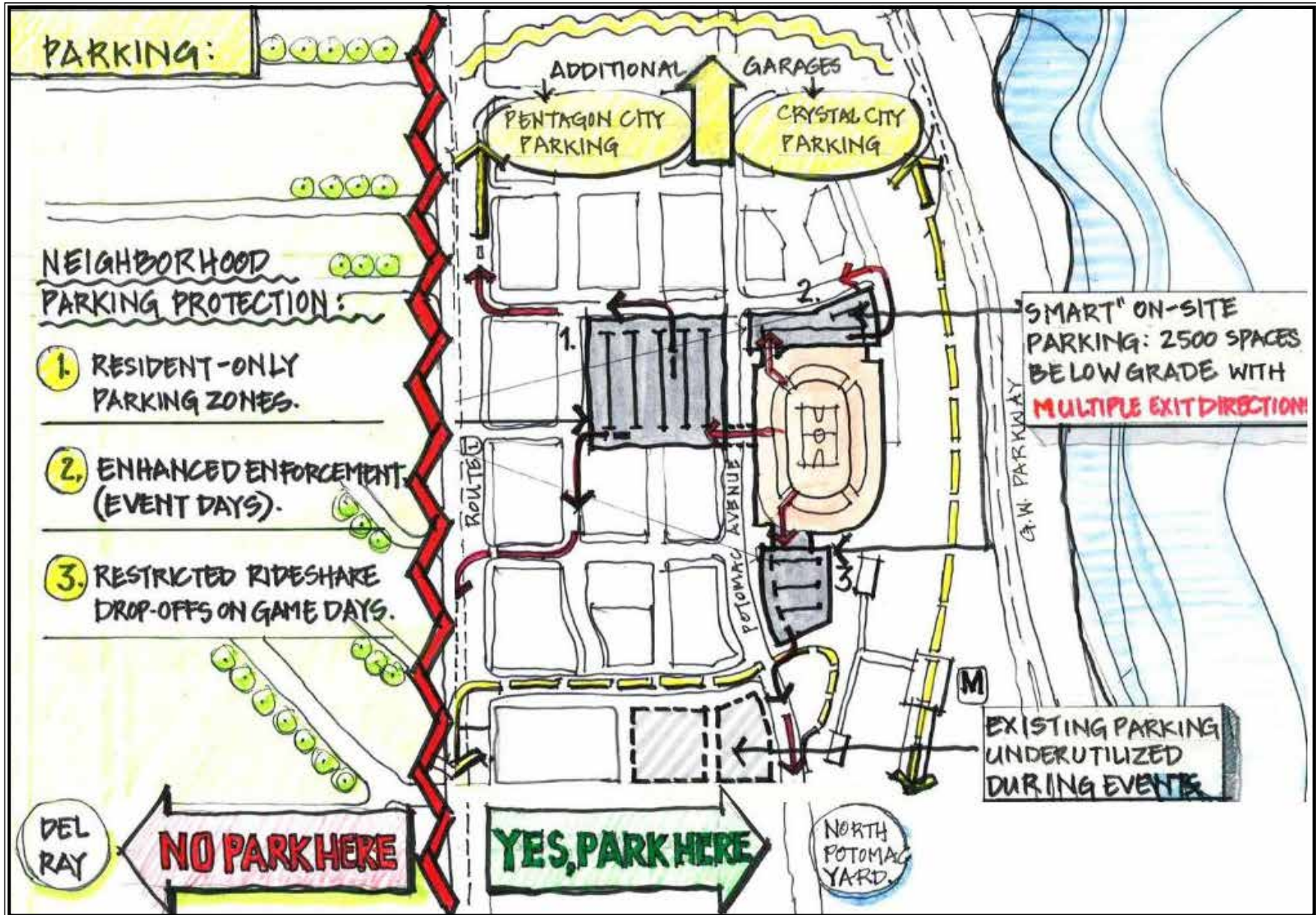


LA GUARDIA



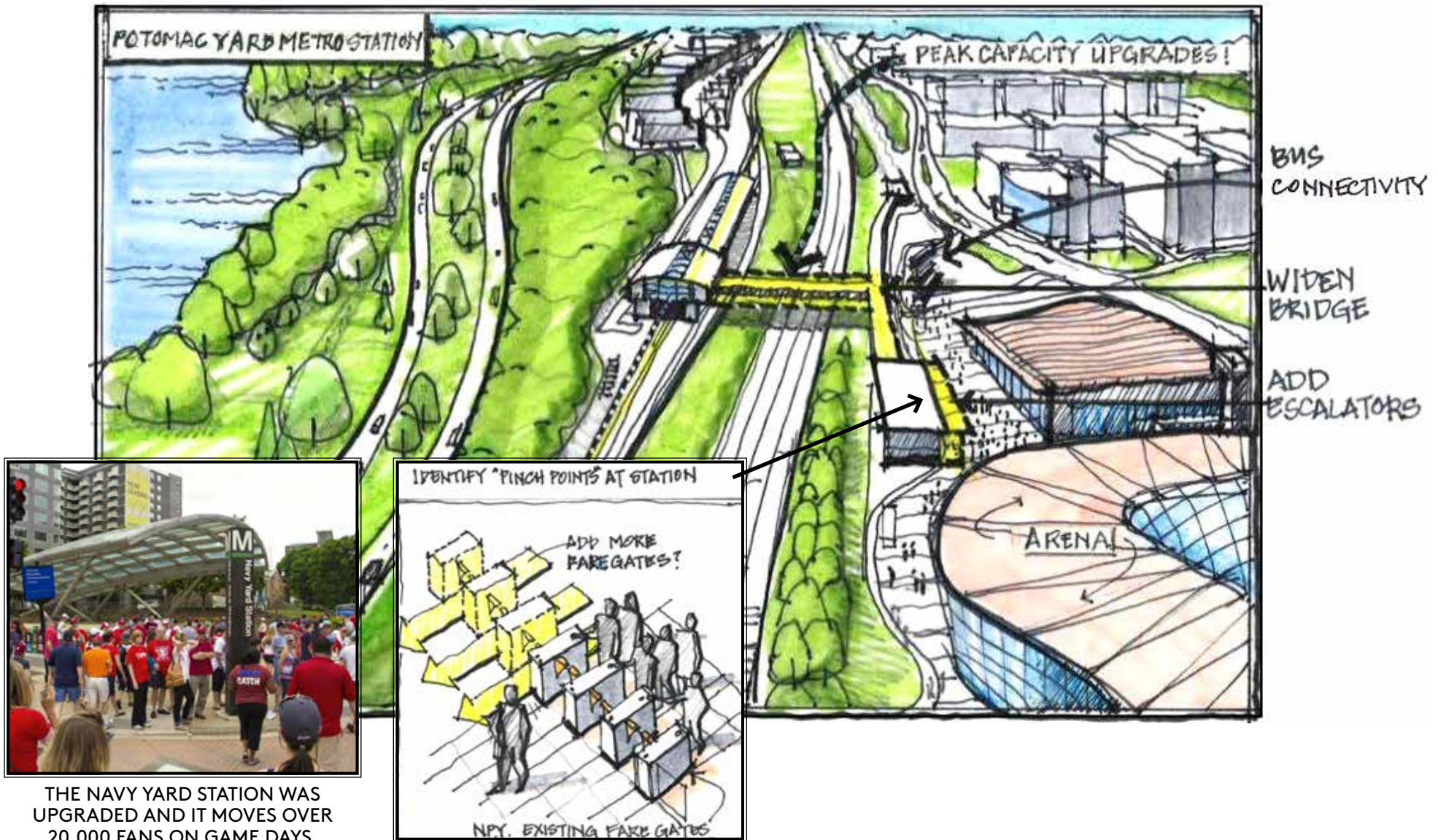
CHASE CENTER

A 2,500 SPACE ON-SITE GARAGE PLUS NEARBY OFFICE GARAGES UNUSED AT NIGHT PROVIDE AMPLE PARKING. ENHANCED PROTECTION PREVENTS OVERFLOW TO NEIGHBORHOODS.

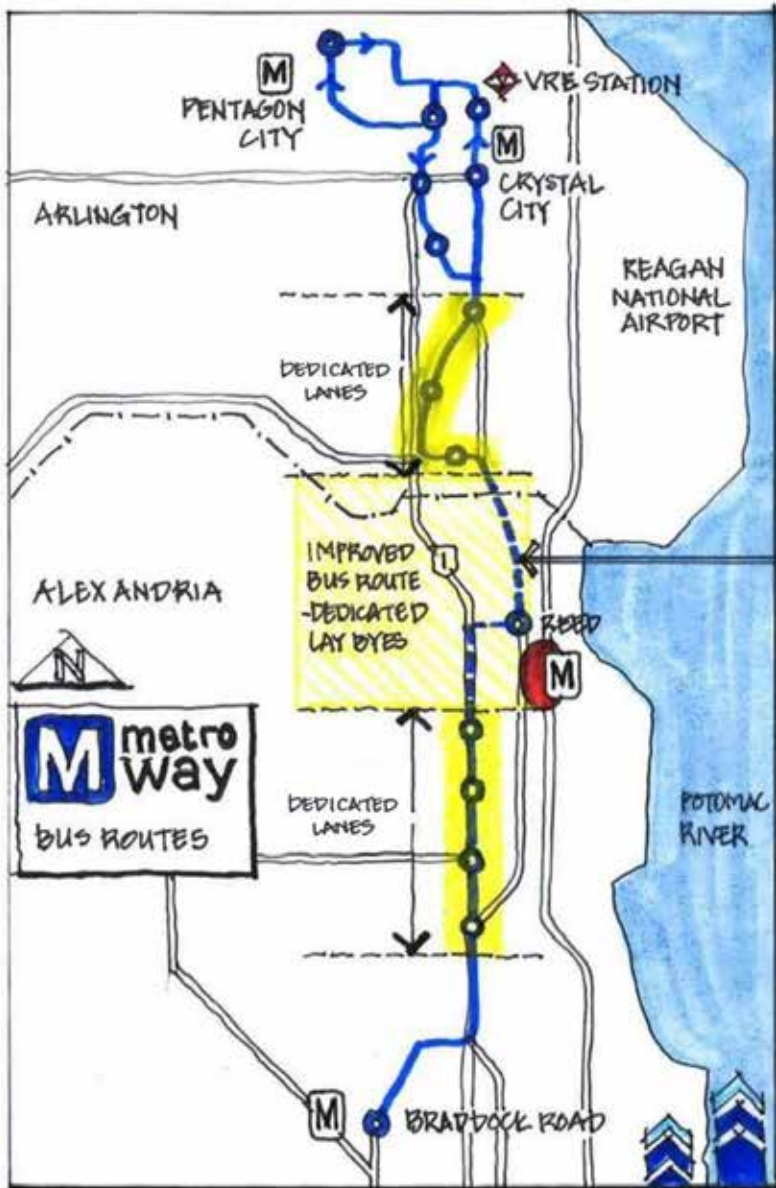


# INCREASE POTOMAC YARD METRO STATION CAPACITY AND THROUGHPUT

THE NEW METRO STATION WAS BUILT TO ACCOMMODATE ALL THE DEVELOPMENT PLANNED FOR POTOMAC YARD. UPGRADES WILL HELP IT HANDLE THE GAME DAY RUSH SMOOTHLY.



INVESTMENTS IN METROWAY (BRT) AND DASH BUS ROUTES HELP FANS AND COMMUTERS GET TO THE ARENA WITHOUT ADDING TO CAR TRAFFIC.



COMPLETE BRT BY FINISHING MIXED-TRAFFIC SECTIONS WITH DEDICATED LAY BYES

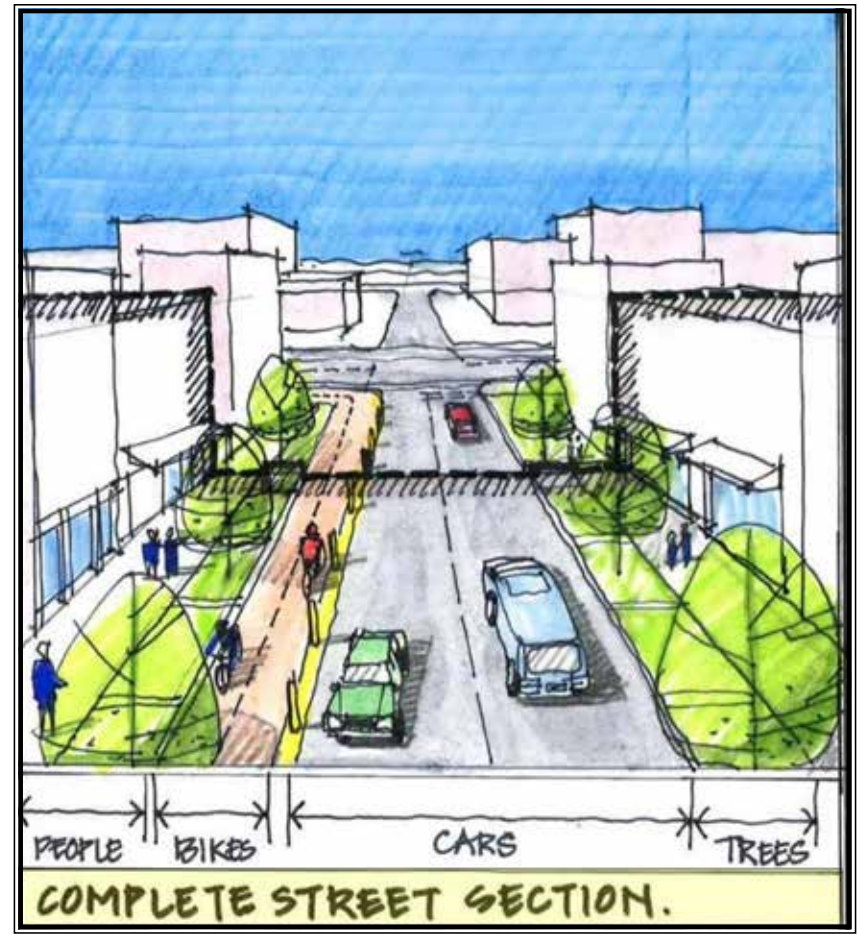
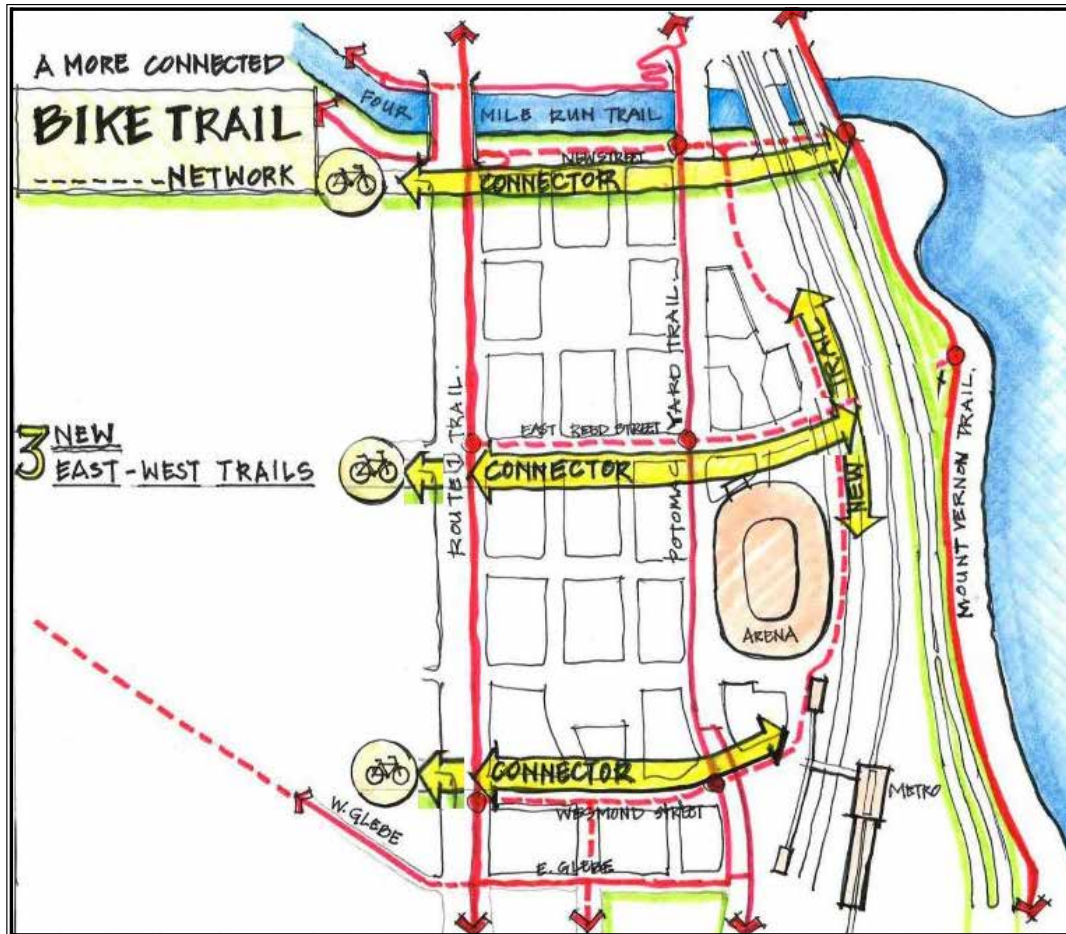


IMPROVED BUS RAPID TRANSIT CAN SUPPLEMENT SHUTTLE BUSES FOR SATELLITE PARKING THAT EXISTS IN CRYSTAL CITY VIA POTOMAC AVENUE CONNECTION.

# BRING BIKE CONNECTIVITY TO SITE AND INVEST IN "COMPLETE STREETS"

NON  
CAR

AN EXPANSION OF THE BIKE TRAIL NETWORK AND IMPROVED CONNECTIONS FROM NEIGHBORHOODS TO THE MOUNT VERNON TRAIL BENEFITS CYCLISTS AND PEDESTRIANS.



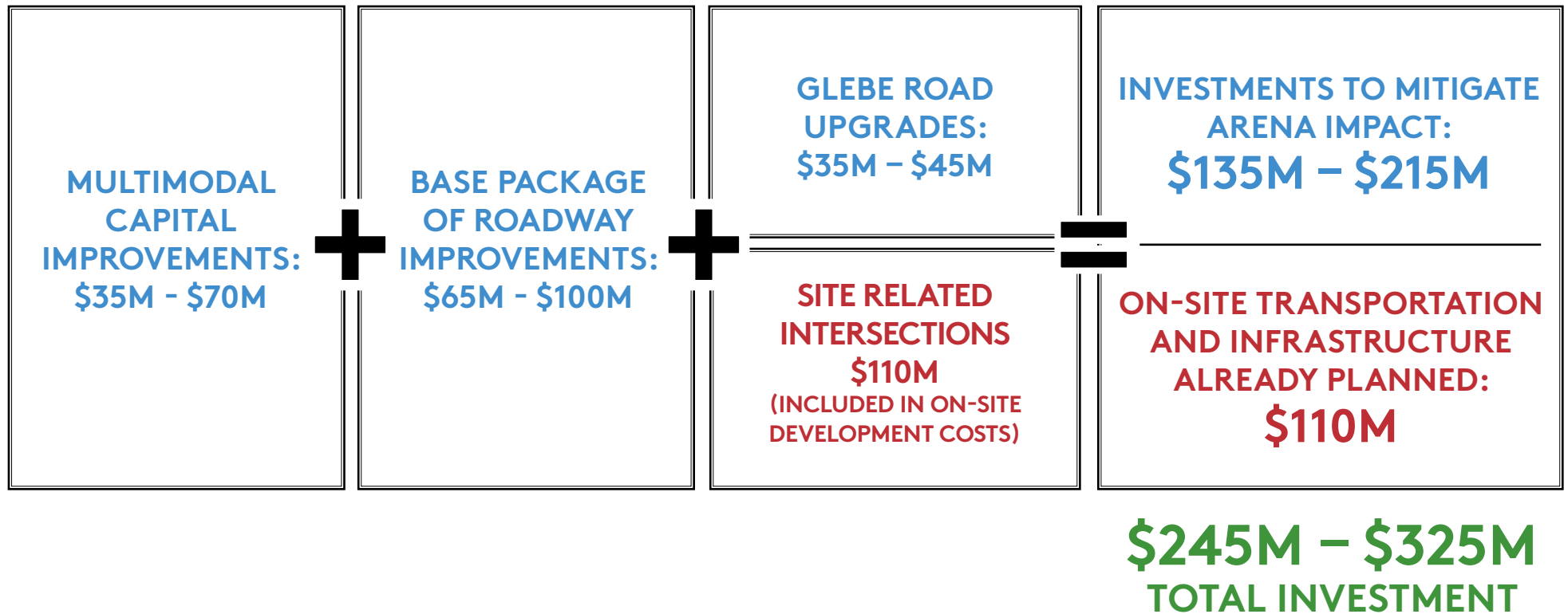
## "BLUE SKY" LONG-TERM INFRASTRUCTURE CONCEPTS

THESE LONGER TERM IDEAS ARE NOT IN THE INITIAL TRANSPORTATION PLAN BUT ARE ON THE DRAWING BOARD AS POTOMAC YARD GROWS AND EVOLVES.



## PROJECT-WIDE CAPITAL IMPROVEMENTS

THE PLAN CONTEMPLATES AMPLE FUNDING FOR EACH COMPONENT OF REQUIRED INVESTMENT.



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