

CONCLUSIONS

The conclusions of this TIA are as follows:

1. The public street network generally operates well during peak hours. All study intersections currently operate at an overall level of service (LOS) “D” or better during both the AM and PM peak hours.
2. The approved but un-built projects in the study area would generate a total of 1,446 AM peak hour vehicle-trips and 1,960 PM peak hour vehicle-trips upon completion and full occupancy.
3. Potomac Avenue is to be constructed with the project and is expected to divert existing northbound traffic destined to Crystal City and Potomac Yard Centre from Route 1.
4. The proposed 1,808,075 S.F. of office space, 300 hotel rooms, 285,000 S.F. of retail space, and 1,973 residential dwelling units would generate approximately 1,673 AM peak hour vehicle trips and 2,362 PM peak hour vehicle trips, upon completion and full occupancy.
5. With these project trips, the study intersections would continue to operate at an overall acceptable LOS “D” or better in the AM and PM peak hour with the exceptions of Route 1/East Glebe Road and Route 1/Slaters Lane which would begin to operate at a LOS “E” during the PM peak hour.

