

## Rosslyn Process Panel (RPP) Subcommittee on Transportation Meeting #1 Summary

September 15, 2014; 7:00-9:30 pm

2100 Clarendon Blvd., Room 311

**Subcommittee Members** in Attendance: J. Grant (Chair), C. Forinash, K. Gould, C. Hanessian, T. Korn, J. Schroll, C. Slatt, S. Soliman, S. Stein, G. Thoumi, J. Zeien

**Staff** in Attendance: A. Fusarelli, M. Ladd, K. Cornell, R. Viola (B. Carlson)

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### 1. FRAMEWORK

- Does project scope include boathouse? *[R: we want to consider potential connections, and would need to partner with NPS and others]*
- Are we planning to route through traffic around Rosslyn? *[R: we can discuss this at second meeting]*
- In terms of parking, interest in seeing what's different from existing conditions, RMTS, and proposal in sector plan at 2nd meeting (on-street vs. off-street);

### 2. FUTURE STREET NETWORK

- It's important to continue to show connections to the water;
- Regarding new streets between Wilson and 18<sup>th</sup> west of Oak, it's important to preserve the nuance on how the proposed connections relate to potential extension of Pierce Street;
- For a given street, how is the decision between pedestrian street vs. vehicular street made? *[R: general approach is to have complete street wherever feasible, sometimes topography precludes it]*
- Bicycle Advisory Committee supports T intersection at Nash/17th, have discussed it previously;
- Would traffic volumes on Ft. Myer turning onto Fairfax warrant an extension of Nash St? *[R: proposed extension of Nash would primarily provide service access and take it off of Ft. Myer]*
- What conditions need to change to get mid-block crossing of Ft. Myer Drive to Metro? *[R: tunnel needs to be removed, draft SPU document will have implementation matrix - will give some sense of timing]*
- The community has strong concerns about crossing Fort Myer Drive today; looking for nearer-term options for mid-block connection;
- Clarify that applicant for Rosslyn Plaza is not proposing street connections between Kent and Arlington Ridge, what's shown is county recommendation *[R: noted, but at-grade connections are recommended in Framework]*
- Are there any recommended upgrades (especially pedestrian) planned for Meade Street bridge over Rt. 50? *[R: already proposed in CIP as separate project, but not part of Realize Rosslyn]*
- Are there any other transportation improvements in this area we should know about? *[R: WRAPS study considering extension of Pierce St.; also Esplanade project along Lee Highway and part of Lynn Street with ped/bike connectivity]*
- Support Nash St. to Fairfax Dr. connection - want to know what grade would be.
- Should explore potential water taxi service in the Potomac providing service to Rosslyn;
- Line work should be adjusted to be clear on where bridges exist/proposed/remain;

### 3. STREET SECTIONS

- Lynn Street
- Why have a parking lane when you could increase sidewalk widths even more? *[R: can bring back more info on this next time – cover benefits of parking, but also options in strategic locations];*

- What are impacts on vehicle traffic, bicycle traffic of 2-way on Lynn St? *[R: can talk about it more at Meeting 2];*
- Have we considered reversible lanes (peak-period)? *[R: not in great detail];*
- 8-10' clear zones is not much room for pedestrians, will be tight for outdoor seating;
- Where will peak period buses go? Commuter buses may have a designated location?
- Need to be careful about eliminating short term retail parking - not everyone can be a pedestrian, drop-off is important – *[R: can look at curbside uses in more detail at Meeting 2];*
- On-street parking is very desirable from a retailer's point of view, also provides a nice buffer;
- Lynn St. and Ft. Myer Dr. are today very wide and not conducive to an intimate retail experience - the more you can do to make it nicer, the better for retail;
- Consider moving commuter buses off of Lynn Street (maybe to 19<sup>th</sup> and Kent Street, one block away?)
- Is 10' too wide for 1-way cycle track – *[R: 10' allows for 7' striped width with 3' door zone]*
- Concern that people will go wrong way on 1-way cycle track, others consider it a huge improvement and cyclists can use a travel lane in the other direction;
  
- Ft. Myer
- How would the grade work when the tunnel is filled in? *[R: Ft. Myer grade would follow existing outside lanes, intersect with Wilson Blvd.]*
- Could buses be put in tunnel;
- Need to consider how bicycles get from Key Bridge into Rosslyn using Fort Myer Dr?
- Need to look more closely at Ft. Myer Dr. section north of 19<sup>th</sup> Street, adjacent to Turnberry, may not have as much width as in other sections;
- Support for at grade bus stops and open Metro station from framework;
- Should there be an interim solution for Ft. Myer before tunnel is filled in? *[R: DES has installed wrought iron fence to deter jaywalking; sidewalk along 1812 N Moore now open allowing passage to use crosswalk at intersection with 19<sup>th</sup> Street]*
  
- Wilson Blvd
- Does Wilson between Lynn and Kent need 2 lanes in each direction? *[R: could probably get by with 1 lane and left turn]*
- Where do cycle tracks go when they transition to 110? *[R: would go to esplanade]*
- Could Wilson cycle track go on north side instead of south side, or could there be two, one-way cycletracks? *[R: could work on either side - or one way cycle tracks on each side; south side chosen b/c there is one less intersection (Kent St) on that side and this could be implemented soon and not disrupted with future redevelopment- could consider cycle tracks on both sides, but need another 5' - more support for that option]*
- Consider routing cyclists up Kent instead of Arlington Ridge Rd. to save them from going downhill to go have to go back up
- Treed medians can help to transition from 110 to Wilson Blvd;
- Explain esplanade section through River Place - long term connection with bridge over 50 –also there could be interim solutions;
- How will traffic lanes transition where sections change? Also will be turn lanes - need to understand how it works as a system –
- At what point is there an implementation plan for interim sections showing how changes are phased in over time?
- When considering sidewalk widths, consider how much space is needed to provide paths around grates that can be slippery

Mid-block Connections (Holiday Inn/North of Wilson, west of Oak)

- For Holiday Inn mid-block connection and Clarendon-18th connections, what feedback are you looking for? Preferred section may depend on adjacent building design, may want to leave open
- The community prefers no vehicles on Clarendon-18th connections [*R: this would enable 18th Street to have front door entrances*]
- Concern about bringing cut through traffic to 18<sup>th</sup>;
- Support these as service streets - caution against shared streets if they are intended for loading/trash trucks - should go all the way through, don't want to truncate them - others agree;
- Shared street - needs to be designed well, needs to be well defined so that everyone understands what is proposed, needs to be well managed, needs to include trees;
- Design guidelines can require trash pickup to happen inside buildings;
- Would like to see some kind of canopy, trees or lights or something, to give a sense of human scale over these streets;
  
- Kent St.
- Pushing the median over to the sidewalk side could make the street seem smaller and encourage better Freedom Park access;
- Rosslyn Plaza proposing park at 18th and Kent - will be lots of pedestrian traffic going along 18th Street corridor from Kent to Metro station;
- Should maintain curved open space at SW corner of Kent and 19<sup>th</sup>;
- Consider shadows if space is moved from the median;
- Too hard to make a center median space work with programming;
- West side feels right with Freedom Park connection;
- Too many cut throughs to make the median work;
- Why not encourage cycling on Kent? [*R: focusing on esplanade one block over, but are considering Freedom Park as potential bike connection*]
  
- 17th and 18th Streets east of Kent
- Challenging us to get strong connections to the riverfront
- Choice between ramps on Arlington Road and the Esplanade - both don't fit - what County is proposing doesn't seem like an Esplanade;
- Agree with curbless pedestrian priority on 18<sup>th</sup>
- 18th should be pedestrian street all the way through
- Do we need parking on Kent Street?

4. MTP UPDATES

- okay with proposed changes
- Retail map - why is S side of Lee Hwy shown as green? Should consider retail opportunities - look at Freedom Park designation (nothing now) - what is the designation for alley on Turnberry block?
- Need to also consider lack of green lines in vicinity of Dark Star Park
- Should also recognize opportunity for retail along Freedom Park

5. LEE/LYNN INTERSECTION

- What are interim improvements proposed - signal phase changes, relocating poles, shorten crossing distance (bumpout on NW side);
- Suggest no right on red
- Rumble strips – are they possible?

- Where is approved plan for Lee Hwy? Will be implemented in 1-2 years, removing one lane of Lee Hwy and widening trail;
- Could crosswalk be raised to slow traffic and give cyclists more visibility –*[R: most conflict is with right turns – may be support for this idea if crosswalks are painted]*
- Want to see action – *[R: can give an update at next TC meeting and next subcommittee meeting]*

6. ADJOURN

- Brief discussion of next steps noted that staff and the subcommittee chair would work offline to determine next steps and draft agenda for next meeting (10/20)