

## Rosslyn Process Panel (RPP) Subcommittee on Transportation Meeting #2 Summary

October 20, 2014; 7:00-9:30 pm

2100 Clarendon Blvd., Room 710-A

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

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

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### 1. WELCOME

### 2. FOLLOW-UP FROM 9/15 MEETING

#### Bypasses

- Were potential memorial sites considered when conceiving these schemes? *[R: Location has not been set in detail by NCPC, but general area];*
- Any consideration of how much traffic new ramp connections can carry? *[R: Could be up to 25% of cut through traffic currently using Lynn at peak; we see noticeable operational benefits, provides additional route and redundancy for events, incidents, construction]*
- Important to minimize infrastructure that is above grade, less impact on surrounding parkland
- Hope that ramp study process involves the community

#### On-Street Parking

- No questions/comments

#### Ground Floor Uses

- Changed "park adjacent" category to "secondary active use";
- Have you looked at traffic counts in determining ground floor use? *[R: driven by combination of foot and vehicle traffic, have not done detailed market study];*
- Have you looked at how this relates to service entrances, lobbies, etc.? *[R: Yes, looking at providing alleys or single point of access for service entrances - can share info with committee]*

#### Lee/Lynn Intersection

- No questions/comments

### 3. TWO-WAY CONVERSION OF LYNN AND FORT MYER

- Have you looked at two-way conversion in context of bypass alternatives? *[R: Yes, they help but are not required to happen prior to two-way conversion];*
- Concern in Radnor Heights about back-ups to Meade Street;
- There can be both negative and positive impacts on traffic flow;
- Have you looked at phasing from a bus standpoint? One of the advantages to conversion is flexibility to close streets for events and move buses;
- Can you move buses to Fort Myer prior to removing tunnel? *[R: May be some operational issues to work around];*
- Support pilot project approach of testing before making permanent infrastructure changes;
- Community members are split on whether to remove tunnel;

#### 4. MODE SHARE

- Do mode share targets anticipate Metro Momentum Plan and other planned infrastructure improvements? *[R: Yes, but not tied to specific timeframes];*
- Current data is from 2008 - Do we know what it is in 2014? *[R: 2008 is most recent data; bicycling has probably increased greatly since then]*
- In absolute numbers cars are still dominant mode in the future - are we giving too much ROW to bikes when their share is much lower;
- In terms of parking policy, is it the number of spaces or the price of spaces that limits trips *[R: likely a combination];*
- Data suggests that there could be generally be a similar number of commercial parking spaces in 2040 as today;
- May be difficult to get financing for a building that provides parking in another buildings;
- What about residential units that may want more than one space? *[R: Options could include separating out cost of renting/buying space from cost of unit]*
- Does mode share imply more transit capacity/service to meet goals? *[R: Yes, illustrates needs]*
- How much excess transit capacity is there? *[R: Probably more unused capacity on bus system than rail - 8 car trains and other Metrorail improvements will help with rail crowding];*
- Does housing generate more trips than office? *[R: yes, but generally not at peak times]*
- Comparing our 2040 to other cities' mode shares today - what are the other places planning to achieve in the long term; suggests need to be more aggressive on non-sov shares and plan transportation infrastructure accordingly;
- Mode splits are similar to what is planned for Crystal City; county does a good job of monitoring trends and responding accordingly; want to have a reasonable level of confidence in the targets, recognizing they are ever-evolving;
- What could County do to increase carpooling? *[R: general trend is that it is declining, looking at what we can do to bolster it, through TDM strategies, can target commuters from outer jurisdictions]*
- Car sharing is an area of opportunity;
- Can look to see if we can be more aggressive on non-sov, but no harm in being conservative;
- What are parking ratios in comparison cities? Kendall Sq. in Cambridge is 0.75 sp. per 1,000 SF office and 0.75 per DU

#### 5. CURB SPACE

- Update maps to reflect 18th street layout from framework;
- Drop-off and pick-up for passengers (kiss and ride) should be added to list (maybe 5 min parking spaces) - also parking to drop passengers off before parking in garage;
- Can we connect ground floor land use map with on-street parking locations?
- Need bus staging/layover areas

#### 6. SIDEWALK WIDTHS

- How does this work with street trees?
- On Key Blvd, people are currently walking on landscaped areas b/c sidewalks are too narrow;
- Widest streets in Portland, OR have total tree canopy;
- Parks analysis will look at opportunities to increase tree canopy;
- What is the recommended tree zone width? Is there a possibility to add a few more feet to increase clear walkway widths where there are generous tree zones and outdoor dining?
- Tree interval could be reduced to provide more canopy;
- Will the Sector Plan include minimum clear widths? *[R: Will have street sections that show minimum widths];*

- Will the cross sections be block by block? or more generalized for street types?
- Need to consider how trees affect retail visibility;
- Are there anticipated pedestrian counts? *[R: Have not done that level of analysis, have done pedestrian counts but not forecasts for the future]*
- Can perform pedestrian level of service at intersections.

#### 7. IMPLEMENTATION

- No questions/comments

#### 8. NEXT STEPS

- First draft plan by the end of the year; will continue to seek input on drafts before County Board action (targeted for April 2015).